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Navy News

The Newspaper of the Royal Navy and Royal Naval Association

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New rules perk up careers draw

New conditions of entry into the Royal Navy are creating widespread interest among boys and careers advisers, according to a report on a two-and-a-half thousand mile round-Britain cruise by H.M.S. Upton.

A minesweeper of the First Mine Counter-measures Squadron, she returned to her base at Port Edgar after showing 1,500 schoolboys in organized parties something of Service life, entertaining 400 teachers and Youth

Employment Service officers, and receiving several thousand visitors from the general public.

Altogether the Upton was away eight weeks and called at a dozen ports.

For many of the schoolboys, the programme included a few hours at sea. They said that the new release regulations were tempting them to "give it a go," and a similar reaction was evident among the careers masters and others, who without exception stated that their only fear in advising boys to enter the Armed Forces has been removed.

"Only time will tell," said the report from H.M.S. Upton, "but the indications are there that a relaxing of the minimum length of service may well bring the recruits in, and enable the few misfits to get out."

For the officers and ship's company of H.M.S. Upton, the Meet the Navy cruise is remembered as a period of hard work made rewarding by the obvious respect and goodwill in which the Royal Navy is held by the British public — amply demonstrated by the welcome and hospitality offered throughout the tour.

Idly surprised

"There's a green-eyed yellow idol, to the north of Katmandu... But what comes after that?"

An ex-leading stoker whose hobby is entertaining for charity was asked so often for the recitation he decided he must do something about it, which led to his request for the words being received by a slightly surprised Family Welfare Officer at the Royal Naval Barracks, Portsmouth.

But they are used to unusual requests in the Welfare Section, and the inquirer "got a suitable reply."



ACHERON'S DAY

Those famous shapelies, the TV Toppers, were among 30 members of the cast of the "Black and White Minstrel Show," received aboard H.M.S. Chichester and H.M. submarine Acheron during a visit to Hull. The production was currently appearing in the town.

Two of the girls, blonde Margaret Haworth and brunette Janet Nicholls, delighted all by appearing in costume, their entrance being so stunning that one of the Acheron's stokers was heard to murmur hopefully, "Ah, submarine comforts!"

For H.M.S. Acheron it was a last run ashore before paying off at Devonport and then going for scrap.

The crew gave a party for under-privileged children, and were themselves feted with traditional Hull hospitality.

Pictured here is CPO Coxswain "Billy" Kidd showing Margaret Haworth, of the TV Toppers, how to use the periscope on board H.M. Acheron.

Photo: Tony Wilson.

Shorter service extended

After a year's successful trial in the Seaman and Electrical Mechanic branches, the Royal Navy's shorter engagement scheme for adult recruits is now in force for the whole Service.

The scheme enables recruits of the Royal Navy and Royal Marines who normally sign on at age 17½ and over for nine years' service and three in the Reserve, to exercise an option from 18 to shorten the engagement to four years with three in the Reserve.

Men taking this Long Service and Reserve (Option) engagement will get 10s. a day less than those who sign on for nine years, but will get the extra money if they renounce the option.

The new regulations, which have been on trial since September, 1969, are complementary to the recently-announced Donaldson Report changes, which permit recruits aged less than 17½ to opt for a shorter engagement on reaching 18.

No heartaches were left

Scores of Royal Navy personnel serving overseas would have had a Christmas disappointment but for

tri-Service co-operation and sympathy at the Forces Mail Depot at Mill Hill, London.

At the depot, which is run by the Army, surface parcels posted after the final date mounted into a substantial pile.

The senders could, perhaps, have found out the "last day for posting" from leaflets at the Post Office, or they could have been informed by their nearest and dearest aboard the ships.

Whatever the reason, many of the bags of parcels were "over the limit," and the Royal Navy representatives at the Depot got the immediate assistance of the Army in dealing with this "heartache" corner.

The Army contacted the Royal Air Force, who offered to do everything possible to send the mail in their aircraft, and it is believed that most, if not all of the mail, got through in time.

Princess Grace
greeted aboard H.M.S.
Scylla.



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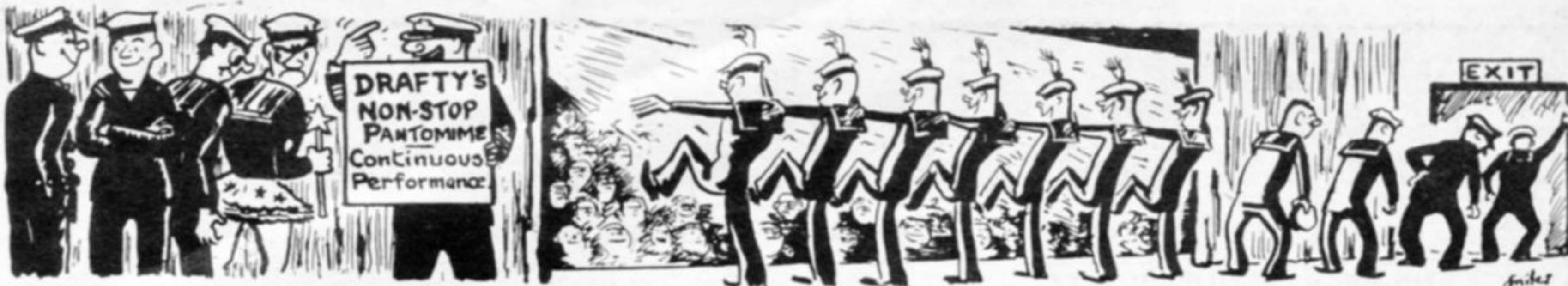
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DRAFTY'S CORNER



Last June Drafty's Corner was devoted to news of the Continuous Commission. This new type of service is now starting to affect men due for Sea Service in appreciable numbers. Few men have had drafts to General Sea Service so far, but if you are expecting a draft order in 1971 it becomes more likely that it will be for GSS as the year passes.

In a nutshell, the idea of Continuous Commissions is to trickle draft small numbers of men into and out of a ship throughout the commission instead of relieving large numbers of men together at the beginning and end.

Ships now on GSC or FSC are being converted at the rate of about two a month.

HSS and LFS (Ship) are NOT affected because this form of service depends on trickle drafting anyway.

There are no fundamental differences in conditions of service for the individual on GSS compared with GSC, full details of which can be seen in DCI(RN) 534/70, which introduced the change.

PRESENT DISADVANTAGES

There are two main reasons for the change. First, it should be possible to use the Navy's manpower more efficiently; second, we believe we can make the drafting cycle of the individual more predictable and less turbulent. Both are worthy goals and Drafty will do his best to achieve them.

Under the fixed commission

system, as you come to the top of the roster you may get caught early by a big requirement for men, or the roster may be moving slowly in one of the troughs and you get a couple of months extra.

This element of luck will dwindle as more and more of the Fleet is converted to continuous commissions. When the changeover is complete the number of men required for sea each month will be more or less steady and match the numbers coming ashore.

FUTURE BENEFITS

Before anyone claims he is being seen off, the sea/shore ratios of rates/SQs are unchanged by the adoption of continuous commissions. You will NOT spend more time at sea than nowadays (unless you volunteer).

But instead of keeping men of all branches in a ship for exactly the same length of time, which inevitably means very different spells ashore, the length of sea time for men of different rates

can be adjusted — to a limited degree — to make sure that their Port Service as well as sea service drafts are of a worthwhile length.

This should be a step in the direction of being able to forecast lengths of shore jobs which we cannot do at present.

BETTER CHANCE

A further benefit — which many of you will regard as even more important than those already mentioned — is an improving chance of serving in the ship you prefer or one based on the port of your choice.

At present when you come to the top of the sea roster the chances of giving you your preference are bound to be limited. With the continuous commission in full swing, virtually every ship will be topped up every month and the man with a specific choice will stand a better chance of getting it.

Clearly, it will be easier to meet base port preferences than those for a particular ship and equally clearly Drafty can make no promises — but the racing odds will be better. (Contrary to popular belief, Drafty still has no shares in the Bridport Bus!)

STATE OF PLAY

At time of writing, the following ships are converting to Continuous Commission:

MINERVA, YARMOUTH, GLAMORGAN, ANDROMEDA, SIRIUS, PLYMOUTH, CHICHESTER, CHARYBDIS, HERMIONE, BULWARK, JUPITER, ASHANTI, BACCHANTE and PUMA.

The process of changeover takes about 10 months for each ship and the first on the list can be reckoned to be a continuous commission from mid-1971.

They have been sent drafting plans which form the basis for drafting the whole ship's company, except for Fleet Air Arm and LEP.

The plan is negotiated between the ship and Commodore H.M.S. Centurion, taking into account ship's passage and exercise time, completion of PCT courses and so on. Of course, a reasonable economy in travel costs will be sought. For example, air passages to Norway would not be laid on if the ship was calling at Rosyth a fortnight later.

DATE IS ESTIMATED

On each man's draft order will be shown an estimated relief date (for most branches about 27 months after he joins a ship on General Sea Service). However, in order to spread ERDs in ships' companies following commissioning from new, or after

long refit, some men can expect to spend less time in a particular ship than normal.

Some will be through drafted and split the normal amount of sea time between two ships — perhaps 15 months in each. Others will be approaching the end of their engagement with insufficient time for a full sea tour but enough to serve afloat for a twelve-month or more. Nonetheless, the great majority may expect to spend their sea service in one ship — being there for about 27 months.

ESTIMATE ONLY

Of course, anyone who plans his anniversary celebration or buys tickets for the pantomime based on that date might well get a nasty surprise and no refund, for the very good reason that the date is estimated perhaps 33 months ahead of the event without exact knowledge of the ship's programme, and a changeover may not be possible at that precise time.

The present firm notice of five months for sea service will be maintained.

We shall be keeping you close up on the state of ships, so that you can state your preferences with up-to-date knowledge of ships, stations, base ports and so on.

EXCHANGES OF DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

J. L. Trivett, PO Wtr., Captain's Office, H.M.S. Raleigh. Drafted to H.M.S. Victory (CINCNVHOME) February. Will exchange for draft to Devonport area or a Devonport based ship.

T. McConnell, POCEL, 3 Mess H.M.S. Collingwood. Drafted to Faslane (Base Staff) March 15. Will exchange for any General of Foreign Service Commission frigate, or LFS/Unacomp.

P. Gleeson, LS. Weapon Section, H.M.S. Vernon. Drafted to H.M.S. Kedleston (M/H), based H.M.S. Lochinvar, March 25. Will exchange for Portsmouth or Portland based ship.

J. Sharpley, OE Mech(O). 1 Mess, H.M.S. Collingwood. Drafted to H.M.S. Lochinvar, May 17. Wishes to exchange for shore base in southern area (Portsmouth preferred) or any ship based at Portsmouth.

S. Paterson, MEA, H.M.S. Maidstone, R.N.A.Y. Sydenham, Belfast, passed ICE board for LME. Due for draft to H.M.S. Ark Royal May 3. Will exchange for any diesel propulsion ship, or small ship, anywhere.

D. M. Law, LSA, 848 Squadron, R.N.A.S. Culdroe. Will exchange for any small ship on G.S.C.

D. W. Bennett, AB(RP3), H.M.S. Danae will exchange for shore base in U.K.

F. R. J. Evans, ME(H)(B). ME(E)s Mess, H.M.S. Maidstone Barracks, c/o R.N.A.Y. Sydenham, Belfast. Drafted to H.M.S. Ark Royal, May 3. Wishes to exchange for any Chatham ship or establishment.

M. J. Murphy, L Wtr. Chinese Drafting Office, H.M.S. Tamar, BFPO 1. Drafted to H.M.S. Osprey (FOST) over six months in April 1971. Will exchange for similar draft to H.M.S. Ganges or London or Chatham areas.

A. Chilton, SA, 308 Mess, R.N. air station, Lissiemouth, Morayshire. Wishes to exchange with Portsmouth or Chatham area.

R. G. Austin, MA, H.M.S. Triumph, B.F.P.O. Ships. Drafted to H.M.S. Seahawk, April 1971. Wishes to exchange with Chatham, R.N. Hospital Stonehouse or any other draft nearer London.

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NEW 'RECRUIT' WELCOMED



H.M.S. Undaunted dips her Ensign in salute as the latest guided missile destroyer, H.M.S. Antrim, enters Portsmouth Harbour flying the Red Ensign.

Later the destroyer was officially handed over to the Royal Navy by the builders.

The Antrim, built at Upper Clyde Shipbuilders, Govan Division, is seventh of the eight County Class destroyers, but only the Royal Navy's third seagoing ship of the name.

The first, a privateer, was operating during the English Civil War around 1650, and the second, a Devon-

shire Class light cruiser, commissioned in 1905, was scrapped in 1922.

The trawler base at Belfast bore the name between 1940 and 1944.

Before the present Antrim is deployed in the Fleet there is a long period of testing and tuning the ship's electronic equipment and weapons systems.

The Antrim Flight, with the Wessex Mk. III anti-submarine helicopter, has already had exercises in home waters and the Far East.

Alf gets a rise in the world

The cinema has long set out to satisfy the widest possible range of public taste — from exploring society's most serious problems to providing unashamed escapist "Carry On" style comedy.

The latest films for the Fleet from the Royal Naval Film Corporation pretty well cover this whole comprehensive field.

"Tick-tick-tick" illustrates racial problems in America and "The Molly Maguires" recalls the hard, brutal and dangerous lives of Pennsylvania coal miners in 1876.

There's "Chisum," the 201st film made by that giant of the Western screen, John Wayne.

In traditional style, it is partly based on the life of John Simpson Chisum, known as the "King of the Pecos," and in the 1870s the largest single cattle owner in the world.

In a list which also includes a good dose of thrilling suspense, one film, "All the Way Up," starring Alf Garnett (sorry, Warren Mitchell), seems to cover both extremes of social commentary and bawdy fun.

It's about a middle-class family striving to get ahead of the "Joneses."

Following a suggestion emanating — strangely enough — from his father-in-law, Nigel Hadfield (Richard Briers) decides to regain conjugal rights with his wife Avril (Vanessa Howard), if necessary by force. The film — "All the Way Up."



LATEST FILMS FOR THE FLEET

All the Way Up — Warren Mitchell, Pat Heywood. This 'AA' Certificate story of a family trying to get into the "upper bracket," provides broad and somewhat coarse fare, full of stuff to amuse audiences who like unsophisticated fun (Anglo-EMI). No. 846.

Chisum — John Wayne, Forrest Tucker. The story of this large-scale Western is plotted on familiar lines with lusty action, plenty of gunfire, and fist fights. With slight romantic interest the film is first class entertainment. (Warner Bros. Distributors). No. 847.

Tick-tick-tick — Jim Brown, George Kennedy, Frederic March. A well written, well acted, and highly dramatic illustration of racial problems in America. It grips attention through to a realistic finale (M.G.M.). No. 848.

And Soon the Darkness — Pamela Franklin, Michael Dotrice. An imaginative thriller exciting in content and treatment. The thrills are cleverly mounted, effectively concealing a surprise ending. 'AA' Certificate (Anglo-EMI). No. 849.

Eyewitness — Mark Lester, Lionel Jeffries, Susan George. An exciting thriller which attains an "edge of the seat" climax. Fast moving, it is a cracking suspense tale and should entertain all kinds of audience (Anglo-EMI). No. 850.

The Molly Maguires — Sean Connery, Richard Harris, Samantha Eggar. The story, although fictional, is infused with a grim air of reality. A remorseless and gripping tale for audiences who like their entertainment serious (Paramount). No. 851.

HELP FOR TONY — D.J. IN A DIVE!

Top D.J. Tony Blackburn nearly went off the deep end when he visited Plymouth to judge a beauty contest.

It seems he found an eye-catching beauty quartet from Plymouth's Wren population who were prepared (for the benefit of the photographer, anyway) to assist him in a dive into the swimming pool at the Mayflower Post Hotel.

The four "walking the plank" with Tony are Wren June Morgan, Third Officer Eleanor Gage, Wren Ann Jenkins and Wren Lesley Richardson.

Navy selects Miss 'Ideal Barmaid'

The Royal Navy provided four judges from H.M.S. Pembroke, Chatham, to choose Whitbread's "Ideal Barmaid 1970-71" at the company's Chiswell Street brewery in London on November 18.

There were 12 finalists from the 500 contestants, and the winner was Miss Edna Stroner, of the Heaton Park Hotel, Manchester.

The four judges were CPO Reg Morris, of Halifax, wardroom chief steward at H.M.S. Pembroke; Ldg. Wren Sandra Given, of Stanwell, Staines; PO Wtr. Ron Mulroy, of Plymouth; and PO John Houston, of Portsmouth.

The final test for the 12 was to serve behind the competition bar for six minutes each.



LIFE SAVER COMMENDED

AB Martin Brown, aged 20, of H.M.S. Lowestoft, has received the Commendation of the Commander-in-Chief, Western Fleet, Admiral Sir William O'Brien, for rescuing a midshipman from the sea last September.

With the Lowestoft anchored at night in thick fog off the Scilly Isles, the midshipman slipped and fell from the Jacob's Ladder.

AB Brown dived in to help and kept him afloat for ten minutes, giving comfort and encouragement while he helped the almost unconscious midshipman round the stern to the accommodation ladder.

Martin's "prompt action, taken without any concern for his own personal safety, and his cheerful attitude, probably saved the midshipman's life," states the commendation.

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The town's Mayor (Ald. C. F. Baker), who joined the ship at Las Palmas as she returned to Devonport from the last leg of her cadet training cruise in the Mediterranean, took the first snip, and the beard's tufty "products" were auctioned.

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National Savings **S.A.Y.E**

COMMISSIONING FORECAST

JANUARY, 1971

PHOEBE (GP Frigate). January 28 at Chatham. General Sea Service (Phased). Home / West Indies / Home / Med. / Home. U.K. Base Port, Chatham. Captain's Command (R.M.).

ROTHESAY (A/S Frigate). January 5 at Portsmouth. General Sea Service. Home / East of Suez / Home / Med. (Phased). U.K. Base Port, Portsmouth.

BRINTON (M/H). January 28 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port, Rosyth.

INTREPID (Assault Ship). January 10 at Singapore (Phased December, 70-March 71). Foreign Service Commission. East of Suez. U.K. Base Port, Devonport. L.E.P.(A).

PALLISER (A/S Frigate). January 21 at Portsmouth. Home Sea Service. Portland Squadron. U.K. Base Port, Portsmouth.

FEBRUARY

FIFE (GM Destroyer). February 17 at Chatham. General Sea Service. Home / Med. / Home. U.K. Base Port, Chatham. L.E.P.(A).

YARMOUTH (A/S Frigate). February 18. Base Port changes to Rosyth.

MARCH

GAVINTON (M/H). March 18 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port, Rosyth.

FORTH (S/M Depot Ship). End March. Steaming crew at Singapore. Local Foreign Service (Unaccompanied). L.E.P.(C).

BERWICK (A/S Frigate). March 11 at Chatham. General Sea Service. Home / West Indies / Home / Med. U.K. Base Port, Portsmouth.

CAPRICE (Destroyer). March at Devonport. Commissions as MEO training ship. Port Service. U.K. Base Port, Devonport.

APRIL

DIOMEDE (GP Frigate). April 6 at Portsmouth for trials. Port Service. U.K. Base Port, Chatham. Commissions May (tentative). Captain's Command, with full staff.

BRERETON (M/H). April 12 at Singapore. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port, Rosyth.

WHITBY (A/S Frigate). April 13. Refit complement at Gibraltar. Local Port Service (Accompanied).

MAY

DIOMEDE (GP Frigate). Early May at Portsmouth. General Sea Service. Home / Med. / Home. Captain's Command with full staff. U.K. Base port, Chatham.

FORTH (S/M Depot Ship). End May. Reduced refit complement at Devonport. Port Service. U.K. cooks and stewards replace L.E.P.

DEVONSHIRE (GM Destroyer). May 24 at Portsmouth. General Sea Service. Home / Med. / Home. U.K. Base Port, Portsmouth.

JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home / South Atlantic, South America. U.K. Base Port, Portsmouth.

TIGER (815 Squadron). Mid-1971 at Culdrose. 4 Sea Kings. General Sea Service. U.K. Base Port, Portsmouth.

BRIGHTON FLIGHT. June 14 at Portland. General Sea Service. One Wasp. U.K. Base Port, Chatham.

VIDAL FLIGHT. Mid-1971 (tentative). transfers to Hecate (tentative).

JULY

EURYALUS (GP Frigate). July. Dockyard Control Devonport. Port Service.

VIDAL (Survey Ship). July (tentative). Long refit party at Chatham (tentative). Port Service.

ANDROMEDA (GP Frigate). July. L.E.P. cooks and stewards replace U.K. ratings.

LINCOLN (A/D Frigate). Trials crew, Chatham.

AUGUST

ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.

HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased Malacca and Singapore Straits. L.E.P.(A). U.K. Base Port, Chatham.

GALATEA (GP Frigate). August at Devonport. Dockyard Control. Port Service.

RHYL FLIGHT. August 9 at Portland. One Wasp. General Service Commission. U.K. Base Port, Devonport.

SEPTEMBER

APOLLO (GP Frigate). September. Reduced trials crew at Glasgow. Port Service. U.K. Base Port, Devonport.

MOHAWK (GP Frigate). Mid-September at Portsmouth for trials. Port Service. Captain's Command with full staff. Commissions January, 1972 (tentative). L.E.P.(A). U.K. Base Port, Devonport.

OCTOBER

BRIGHTON (A/S Frigate). October at Chatham for trials. Port Service. U.K. Base Port, Chatham. Commissions December.

TIGER (Cruiser). End October at Devonport for trials. Port Service. U.K. Base Port, Portsmouth. Commissions end of February, 1972.

NOVEMBER

EXMOUTH (A/S Frigate). November. L.E.P. manning.

TORQUAY (A/S Frigate). November at Chatham for trials. Port Service. U.K. Base Port, Portsmouth. Commissions February, 1972.

DECEMBER

RHYL (A/S Frigate). December 2 at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions end January, 1972.

BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

GAVINTON (M/H). December at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff. U.K. Base Port, Portsmouth.

BRIGHTON (A/S Frigate). December at Chatham. General Sea Service. Home / East of Suez / Home. U.K. Base Port, Chatham.

ARIADNE (GP Frigate). December at Glasgow for reduced trials. Port Service. U.K. Base Port, Devonport.

JANUARY

APOLLO (GP Frigate). January 28 at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions April, 1972. Captain's Command.

MOHAWK (GP Frigate). January (tentative) at Portsmouth. Home Sea Service. Dart-

mouth Training Squadron. Captain's Command with full staff. U.K. Base Port, Devonport. L.E.P.(A).

TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.

MONKTON (CMS). January. Local Foreign Service.

BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

HUBBERTSON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home / Med. / Home. U.K. Base Port, Devonport.

APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

FEBRUARY

TORQUAY (A/S Frigate). February at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.

MATAPAN (Destroyer). February 24 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions June 30 for AUWE trials.

KENT (GM Destroyer). Mid-February, at Portsmouth for trials. U.K. Base Port, Portsmouth. Commissions June (tentative).

TIGER (Cruiser). End February at Devonport. General Sea Service. U.K. Base Port, Portsmouth.

PENELOPE (GP Frigate). Mid-February at Chatham. Long refit party. Port service.

APRIL

DIDO (GP Frigate). April (tentative) at Devonport. Dockyard Control. Port Service.

LEANDER (GP Frigate). April (tentative) at Devonport for trials. Port Service. Commissions June 9 (tentative).

APOLLO (GP Frigate). April. General Sea Service. Captain's Command.

ARIADNE (GP Frigate). April at Devonport for trials. Commissions July (tentative).

NOTES

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates, the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards, other than 1 P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

Galatea 'here for the beer'



Santa goes aboard H.M.S. Galatea, assisted by JS "Taff" Price, OS Tony Wilkinson and OS Richard Hale.

H.M.S. Galatea, the last ship home to the U.K. for Christmas, was greeted by Father Christmas bearing a sackful of canned beer on December 22.

As the frigate berthed at Portsmouth, displaying a Father Christmas figure between the funnel and the mast, and an illuminated Star of David, Santa appeared on the jetty.

Ten ratings obligingly "doubled" as reindeer to haul Santa on his sleigh (made from a rescue stretcher) up the brow and on board where, after handing out the beer, he presented a bottle of brandy to the commanding officer, Capt. A. J. Cook.

Santa was rewarded with a trayful of Christmas delights, including Christmas pudding and cake.

Behind the whiskers, the man doing duty for Father Christmas was Cdr. John Goulder, Deputy Captain of the Port.

The Galatea had returned to Portsmouth after a short spell in the Mediterranean with exercises and visits to Gibraltar and Malta.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

FEBRUARY 1971

ROROUAL — at Rosyth. Final manning

date February 19. For service with 1st Submarine Squadron.

AUGUST 1971

ODIN — at Portsmouth. Final manning date, August 6.

ANDREW — at Portsmouth. Final manning date August 12.

OLYMPUS — at Devonport. Final manning date August 13.

Drafting preference cards for electrical branch volunteers are required as follows: Odin, March 6, Andrew, March 12, and Olympus, March 13.

Drafting preference cards by remaining volunteers for these three boats are required by mid-April.

SEPTEMBER 1971

ONSLAUGHT — at Devonport. Final manning date September 17. Drafting preference cards from electrical ratings are required by April 17; remaining branches by May 17.

BEST FEET FORWARD



Three sailors from H.M.S. Valiant, now being refitted at Chatham, put their best feet forward for a 45-mile sponsored walk to the G.P.O. Tower in London, in aid of Bradfields School, Walderslade, Kent, which the submarine has "adopted."

In London to greet them at the end of their journey were three of the school's children.

Sponsors came from the Navy and dockyard at Chatham, also local firms and schools. More than £60 was raised towards a swimming pool for the school, where the work is designed to help slow learners.

Seen receiving a cheery send-off at Chatham from a couple of Wrens are the walkers, left to right, PO Frederick Corner, PO Peter Cook and Coxswain Peter Franks.

Photo: Russ Whalley

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OXFORD	
BRISTOL	

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Name links 'Boney' and Ike

The 176-year history of Royal Navy ships called Undaunted is a vivid story of sea action touching the lives of famous men.

The present holder of the name, a Type 15 anti-submarine frigate, built as a U Class destroyer by Cammell Laird at Birkenhead and launched in July, 1943, has continued that tradition.



In 1814 the fourth Undaunted carried Napoleon to exile in Elba. In 1914, during the Christmas Day raid on Cuxhaven, the seventh Undaunted became the first ship known to have shot down an airship.

In 1944 the present (ninth) Undaunted took the Allied Supreme Commander, General Eisenhower, and Admiral Ramsey, off a grounded warship and on a tour of the Normandy beaches.

The general's personal standard is still on board.

UNDAUNTED TRANSFORMED

Sailing to join the British Pacific Fleet in November, 1944, the Undaunted, adopted by the London Borough of Barking during Warship Week, 1942, saw service during the American advance up the Pacific islands and took part in operations off Okinawa and Leyte.

She went into reserve after the war, but from 1952 she was transformed by Samuel White & Co., at Cowes, who stripped her down to upper deck level, and replaced guns and torpedoes with anti-submarine weapons, advanced underwater detection equipment and radar in the new superstructure.

Little remained of the old destroyer except the hull, boilers and engines capable of high maximum speed.

Her armament, with two triple-barrelled depth charge mortars, comprises a twin 40mm. Bofors mounting.

Since the Undaunted (full displacement over 3,000 tons, length 362ft., beam 36ft.) recommissioned after conversion in 1954, she has seen service in the Mediterranean and North Atlantic.

In December, 1957, her connection with President Eisenhower was renewed when she patrolled part of the route over which he flew to a Paris conference.

From April, 1960, she was master anti-submarine ship for the Joint Anti-Submarine School at Londonderry.

HER TRAINING ROLE

Now employed in a training role at Portland as senior ship of the Portland Squadron, she trains two kinds of people — torpedo, anti-submarine world and flying world — with classes from H.M.S. Vernon.

Helicopter controllers and flight deck officers and teams, go to the ship to qualify, and so many hours are spent landing on aircraft that, with over 4,000 landings on her flight deck, Undaunted men believe they have a record for a frigate.

Her commanding officer, Capt. (D) Portland Squadron, is Capt. J. B. Robathan who assumed command last May.

During the past year the ship has visited Rotterdam, Hamburg, and Amsterdam, and was to have visited Den Helder but bad weather forced her to turn back and spend the night in Force 9-10 winds with 30 Wrens on board.

She was due at Newcastle in December for a Meet the Navy visit.



Eight that were all undaunted

A brilliant exploit by Cdr. Robert Faulkner at an attack on Fort Royal, Martinique, in 1794, won possession of a French frigate, the *Bien Venue*.

The ship became the Undaunted, and gave succeeding Undaunted their falcon crest and motto "Bien Venue."

A 40-gun frigate, *L'Arethuse*, a prize taken at Toulon and renamed Undaunted in 1795, was wrecked off Jamaica the same year.

The third Undaunted was a smaller Dutch schuyt captured in 1799, and the fourth, a 38-gun frigate, was launched in 1807, the fifth, a 51-gun screw frigate, was senior officer's ship escorting the Prince of Wales to India in 1875.

The sixth, a belted cruiser launched in 1887, took part in the Boxer Rebellion in 1900, and was sold in 1905.

Brought into service in 1914, the seventh Undaunted was present during a daring raid on Zeppelin hangars at Tondern in Schleswig-Holstein.

She damaged her bow in collision with the flagship *Cleopatra*, and was drifting towards the German coast before being found, after three days, by the Third Cruiser Squadron from Rosyth.

On May 13, 1941, the eighth Undaunted, a submarine, left Gibraltar. She was sunk with all hands off Tripoli — less than six months after she commissioned at Barrow in October 1940.

HAVE AN AUTOMATED 'CUPPA'!

Mrs. Peggy Tiddy enjoys a "cuppa" with 21-year-old Ldg. Wren Sandra Given and LS Derek Penn (24) after opening the NAAFI club's new Automat.

Picture: Russ Whalley.



Peeling—for charity!

Before coming home next May, the ship's company of H.M.S. Ashanti aim to raise enough money for an adventure playground for a handicapped children's holiday home at Southend, with which the ship has links.

After only three months over £240 had been obtained in a multitude of ways, including a spud-peeling marathon when the ship's potato peeling machine "collapsed" during Beira patrol.

LS Richard Waring and LS Philip Ledward did the peeling, sponsored by the ship's company, and as well as preparing enough spuds for two days they raised £75.

A "race meeting" raised more than £130 and a toffee apple stall run by the sergeant major was popular.

Earlier, LS Waring and AB Jim Stephenson rode a tandem from Portsmouth to Southend, sponsored by the ship's company, and raised more than £160 — sufficient to rent a beach chalet for the children for five years, and furnish it with toys and beach equipment.

That phenomenon of automation, the push-button "cuppa" has arrived at Chatham, where the NAAFI club at H.M.S. Pembroke has gone automatic.

Mrs. Peggy Tiddy, wife of Capt. R. I. D. Tiddy, Captain of Pembroke, cut a blue ribbon on November 17 to open the new £6,750 Automat from which hot and cold dishes and drinks are available to sailors in Chatham.

NAAFI provided £5,500 of the total cost, and £650 came from Pembroke's Welfare Committee with £600 from the Ministry of Public Building and Works.

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LETTERS TO
THE EDITOR

His takes the prize!

In reply to Joyce Sutton's letter (November issue) about unusual nicknames, how about this selection from the tractor crews at Portland: Straphanger Sedman, Lurch Hicks, Veeps Templeton, and my husband's prize title, Sex Horgan.

(Mrs.) D. Horgan

Weymouth, Dorset.

In 1925, while serving in H.M. submarine H50 at Portland, we were storing boat for 14 days "war stunt" spring cruise. It was cold and raining, and we were outside boat of six, alongside the Vulcan.

I was carrying a sack of spuds, and when on the last plank from R10 to H50 I slipped, overbalanced and dropped the spuds in the drink.

Came a chorus from the parent ship (Vulcan), "What's up you doddering old so and so? Can't you carry a sack of spuds?"

The name stuck, and I was "Doddering" until I left the Service in 1945.

C.E.S. (Dods) Collier

Wimbledon, S.W.19.

Joyce Sutton is getting her "sailor" names mixed with the Army or Andy Capp. Never in all my 20 years in the Navy did I hear the nickname "Chalky" used. If she is referring to the surname White, then the Navy's nickname is Knocker.

Here are a few pseudonyms which might be of interest: Sharky Ward, Bogie Knight, Daisy Adams, Hookey Walker, Jerry Driscoll, Pony Moore, Rattler Morgan, Pincher Martin, Jumper Collins, Bungy Williams, Spike Sullivan, Jimmy Green — I could go on and on.

R. L. Maguire
(ex-PO Tel)

Enfield, Middlesex.

GINGER'S TOT WAS DOWNED BY THE CAPTAIN

Reference your "Tot — now it can be told," at a ship's dance held in Durban, the captain came along to the table where I was sitting with a group of messmates, and bought us a beer.

"Ginger," who had had more than his share of drink that evening, said to the captain, "You're not a bad old b... really skipper; come around for a wet of my tot tomorrow."

We all laughed and the incident was forgotten until next morning, when the captain's messenger came along to ask me as leading hand of the mess "at what time would it be convenient for the captain to accept the invitation he was given last night?"

A LESSON

I told him the rum would be up at 11.30 a.m., and we all laughed again, still thinking it was a joke.

On returning to the mess with the rum I found the captain, sitting there with cap in hand!

Measuring out the first tot of 2 and 1, I handed it to Ginger who passed it to the captain with, "Cheers, sir."

"Cheers," replied the captain, and slowly downed the lot!

The look of disbelief on Ginger's face as the last drop of his precious liquid slid down the captain's throat is impossible to describe, and to teach him a lesson, no member of the mess even gave him "sippers!"

K. Cross
(ex-Ldg. Sig.)

Chatham, Kent.

We're read everywhere!

Arising from an inquiry about a tie, I was surprised to receive correspondence from Canada, Australia, and South Africa, as well as many places in this country — including the London Stock Exchange.

You certainly get around!

W. C. Tinkler
Clanfield, Hants.

Trench warfare — with words

In the 1914-18 War, the Royal Naval Division (Drake Battalion), filling out of a communication trench after a spell in the front line, was met by a party of the King Edward's Horse (dis-mounted).

One of our lads shouted to them, "Where's your horses?"

Back smartly came the reply, "Pulling your bloody ships along mate!"

S. Moyle
(ex-Drake Bn.)

Wallasey.

Albion irked

Is the Navy News changing its name to "The Ark Royal Gazette?" It is amazing what the Ark Royal will do to keep in the headlines — costly refit, questions in the House, and now she has tried to mix it with the Russians.

Has there been an article on H.M.S. Albion in the past two years?

R. H. Buckingham, ISA
H.M.S. Albion.

25 years service — and not a medal

This is neither boast nor complaint — just a genuine interest in facts.

I am leaving the Royal Navy in April, having joined as a boy seaman in January, 1946, and so will have served 25 years three months. I spent many years in submarines, and certainly in sea-going billets, being promoted to commissioned rank in January, 1963.

I am not eligible for a single medal or decoration. There are those who joined up with me who have eight different, to my personal knowledge. I was even commissioned five days before I

"Caledonians"

With the arrival of myself and Shipwright Atkins on board H.M.S. Fife on November 19 last, the entire staff of shipwrights (or MES(H)s), including the section officer, are Caledonia trained.

We believe this is the first time this has occurred in any ship with a full staff, i.e., officer, chief, and staff.

Perhaps you could publish this fact, and see if anybody challenges the claim.

K. Brown
(Chief shipwright)
H.M.S. Fife.

C.-in-C. meets cheery chiefs



The Commander-in-Chief Western Fleet (Admiral Sir William O'Brien) met CPOs of the Fleet on board H.M.S. London during his visit to Fleet ships at Malta after Exercise Lime Jug. In the picture he is seen with a cheery group.

Rescued mate as German shells fell

The November issue of Navy News published a letter from C. Cope, "Memories of Narvik." I was a very green O/D aboard Hardy then, and my action station was No. 8 gun. I believe only two of us survived out of the seven in the gun crew.

It would be an excellent idea if a reunion could be arranged, April 10, 1971, being an ideal date to aim for.

I wish some of us had been able to "beg a lift" when the present Hardy visited Narvik, to renew acquaintance with the kind and generous people of Ballengden.

W. K. Mitchell
(ex-P.O.)

Evesham, Worcs.

Regarding survivors from H.M.S. Hardy (November edition), I have since been in contact with two of the officers, and it has been suggested that we try to contact any survivors from the two ships which were lost, Hardy and Hunter, plus any of the ships' companies from the

other three ships which took part in the battle — Hotspur, Hostile, and Havoc, with a view to arranging a reunion in the near future.

C. Cope.

Westwood, Valley Road,
Exwick, Exeter.

The letter in the November issue by Mr. C. Cope about survivors from H.M.S. Hardy brought back many memories, but there is one that stands out.

When the time came for us to swim ashore, I was in the water near Cyril Cope when somebody shouted for help. It was one of his messmates (Hart, I think the name was) and he was in difficulties, being unable to swim.

Although Cyril wasn't a strong swimmer, he went back, grabbed hold of this chap, and swam ashore. I was standing on the beach watching them come slowly towards me, and shells were still falling in the water from the German destroyers.

I could never understand why Cyril Cope got no award for saving that man's life.

S. Roberts.

Manchester.

Repulse reunion?

Having served as an AB aboard H.M.S. Repulse, and been a survivor on December 10, 1941, it has often crossed my mind has there ever been a reunion?

G. A. McCulloch
Acomb, York

The Darings

What has happened to the Darings?

R. B. Hayter

Knebworth

H.M.S. Diamond is a harbour training ship for H.M.S. Sultan and H.M.S. Collingwood.

The Daring and the Delight were approved for disposal in 1968-69, and the Defender and the Dainty approved for disposal in 1969-70. These four ships are still shown in the most recent Navy List, but are unmanned.

The Decoy and the Diana were sold to Peru in 1969 and are being fitted in the United Kingdom for delivery mid-1971. The Decoy will be renamed Ferre and Diana Palacios.

The Duchess was lent to the Royal Australian Navy in 1964-65 until 1971. — Editor.

Pendant query

I have a photograph of a destroyer with a pendant number D 195, but cannot trace the name. She appears to be a "C" or "Ch." Can any reader help?

D. W. Robertson

Guildford.

Will Mr. T. Clark, of Southsea, whose letter appeared in the Navy News edition of April, 1969, communicate his full address, as a letter for him from America is held.

MEMORIES FOR EX-WRENS

As an ex-member of the W.R.N.S. may I say your centre-page feature "Enter the Wrens" in the November edition was very good and accurate. Brought back memories for me. Cheers.

S. Bannister.

Eston, Teesside.

Having gone through the experience myself, I was very interested to read the article, "Enter the Wrens," in your November issue. I wondered if I had joined the same Service!

I have no criticism against the W.R.N.S. — in fact I spent four wonderful and exciting years in the Service, and have nothing but praise (and admiration) for all whom I served under.

But to me, and many others, the first fort-

night was a modified form of hard labour, scrubbing floors, polishing brass until you could see your face in it, up to your elbows in grease washing pots and pans.

When people ask me about the W.R.N.S. I have no qualms in telling them. Surely your article could have done the same thing?

Ex-Leading Wren Writer
(now Mrs. Matelot!)

Singapore.

Things have changed a bit, love, especially in the last few years. They even have polishing machines for the floors! Mind you, nobody pretends that the first fortnight isn't a good slog — but nothing like your earlier memories. — Editor.

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See our advertisement on page 23

FOUR SEA DRAMAS

Help on the way — H.M.S. Andromeda dramatically pictured during the heavy weather during the Else Risager incident.



The ship on hand with help when disaster strikes — it's a reputation claimed by H.M.S. Andromeda which, in five months, was at the scene of four emergencies at sea.

The sequence began in the Indian Ocean last June 1 with the oil slick, sonar and diving surveys and investigations after RFA Ennerdale, leaving Mahe in the Seychelles, struck an underwater object and sank.

On October 2, while on passage from Oslo to Aberdeen in storm force 10 winds, the Andromeda went to assist a fishing vessel, the Else Risager, in difficulties 70 miles off Peter-

Andromeda to the rescue

head with water in her fish holds.

The presence of a British warship, plus slightly moderating weather, sped her to Peterhead without further mishap.

PACIFIC GLORY

Experience gained during the Ennerdale incident was valuable when the Andromeda, bound for Portsmouth after exercising in the Clyde areas, relieved H.M.S. Zulu as scene of action

commander for the Liberian tanker Pacific Glory, aground off the Isle of Wight after a collision.

Two weeks later — November 9 — the Andromeda, on passage towards Iceland against storm force 10 winds and high seas, answered the call again.

The tug RFA Samsonia, with LCT H.M.S. Stalker in tow in the Western Approaches to Pentland Firth, reported one engine out of action and little control of the tow. Both ships were being set South-East towards Dunnet Head.

TOW DRAHA

During a day of drama the tow parted, and, in seven flights, the Andromeda's Wasp helicopter put 11 men and equipment on board the Stalker to connect a new tow.

In failing light, there was difficulty in slipping the old tow wire which was dragging on the seabed, so a demolition expert, with plastic explosive, was flown across to sever the cable.

The Samsonia began transit of Pentland Firth escorted by the Andromeda. H.M.S. Malcolm joined escort, and after the ships were safely clear of the Pentland Firth, the Andromeda continued passage to Iceland for fishery patrol duties.

Isn't it a small world!



It's a small world on board a destroyer — even smaller on board H.M.S. Norfolk as Cdr. Bill Swinley found out. For, also serving in the ship is LS Terry Millett, who comes from the same village — Rode on the borders of Somerset and Wiltshire.

The coincidence goes even further for Cdr. Swinley discovered that he now owns the house in which Terry was born.

Terry is married with two children and now lives at Gosport, but his mother still lives at Rode.

Under the sea—minus their sub.

When the captain (Cdr. S. Fry) and 35 officers and ratings of the Fleet submarine H.M.S. Courageous paid a "home port visit" to Newcastle, they went by bus. Their submarine, still fitting out at Barrow, is not due to commission until the middle of the year.

But, without their submarine, they took a walk three miles out and 700ft. under the North Sea — visiting a coal mine in Blyth.

The Newcastle visit was sponsored by the Director of Naval Recruiting primarily to give career forums to schools.

Parties, each comprising an officer and six ratings, spoke of their experiences in the Navy, and answered questions.

They called on the Lord Mayor at the Civic Centre, visited Hadrian's Wall, Sunderland R.N.A., the Submarine Old Comrades Association, working men's clubs, Newcastle United F.C., and Brough Park Greyhound Racing Stadium, and played golf and soccer matches.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Numbers in brackets indicate the number of men with the same number of points.

Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

CPO	PO	LS
1527	394(2)	103
Ch Smkr	CPO Cat	CPO Wtr
1376	1782	1435
PO Wtr	L Wtr	CPO SA
422	253	1696
PO SA	L SA	CPO CK(ex S)
683	618	1928
PO CK(ex S)	L CK(ex S)	CPO Stwd
1007	505	2261
PO Stwd	CPO CK(ex O)	PO CK(ex O)
454	1896	671
L CK(ex O)	MAA	MAA (ex Coxn)
501	1203	1398
RPO	CMEA(PV)	CMEA(H)
	Ch Mech	
616	299(97)	672
Ch MEI	L MEI	Ch CEI
2076	105(2)	1619
Ch OEI	Ch REI	CRS
1372	1356	1506
RS	LRO(G)	CRS(W)
577	399	526
CCY	CY	LRO(T)
1223	511	309
Ch Med Tech	CPO MA	PO MA
324	575	741(2)
L MA	CAF(AE)	PO AF(AE)
408	1133	286
LAM(AE)	CAF(O)	PO AF(O)
285	1562	345
LAM(O)	CA(AH)	PO(AH)
471	2096	921
LA(AH)	CA(SE)	PO(AE)
378	1094	629

SORRY, NO MORE CALENDARS

Navy News regrets that no further orders for calendars can be accepted.

Once again there has been a big demand, and while it is hoped to be able to supply the later requests, it may be necessary to return some of the money.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To A/CMEA(P) — Lamont C. C. 887818; Kench A. J. 902504; Impey D. B. 928593; Emerson R. W. 928738; Hooker A. 943708.
To A/CH MECH — Knight I. A. 914232.
To CHM(E) — Dalton L. W. 860749; Bartlett D. J. 939749; Miller N. 921198; Fraser G. M. 907501; Ball A. 869828; Dodgson A. 907798; Head R. W. 891746; Tribe B. D. 921243; Weir T. 931264; Ebers R. 892489; Thorley E. N. 891196.
To A/CCEA — Balch D. J. 050172; Rowberry G. T. C. 052673; Huggett C. L. 977990.
To CHCEL — Sparrow P. W. 933231; Hillier F. G. 933146; Parkin R. S. 864465; Miller A. G. F. 941060.
To A/COEA — Dean B. G. 902654.
To CHOEI — Fenny R. 915413; Summers J. 937473; Lewis D. A. 946946.
To CHREL — Peters M. J. 937352.
To CRS — Green N. G. R. 905132.
To CCY — Barnett K. T. 889909; Carson E. 923507; Dance J. 926464.
To A/CMT — Russell L. A. 852647; Bond C. A. 791739; Whitfield K. W. 833055; James A. J. 888435.
To CPOMA — Watkins G. A. 842626; Hall P. 924780; Fay M. G. H. 962792.
To CPO — Arnett N. D. 887280; Harrison D. 896357; Finch D. E. 911417; Cross D. J. 905327; England K. 800335; Ackford M. G. 916739; Barberini W. J. 928273.
To CH SLMKR — Head D. N. 911240.
To MAA — Paterson J. W. B. 830739; Walker A. 901410.
To CPO WTR — Cross L. N. 945116; Hoare H. L. 924618; Beeby D. R. 842451; Crutchley C. C. 945532; Randle W. J. 896648.
To CPOSA — Lloyd M. W. 661870; Wilde W. 904315; Gribbin T. 897489; Hill G. E. 935713; Tanner B. G. 888413; Gibson W. 912964.
To CPOCA — Tindale D. G. 904928; Fullerton M. 885980; Best F. 925621; Parsons K. D. 920154.
To CPOCK EX 'S' — Stephens W. J. 8/4488; Downing W. J. 918901; EX 'O' Liddle C. W. 842463.

Initiation for Endurance men

After calling at Santa Cruz, Tenerife, and later on crossing-the-line, where the uninitiated were given the "splatter-scraps-squirt-splash" treatment, H.M.S. Endurance arrived at Buenos Aires on November 19.

A full programme of visits had been well organized by the British community and, in turn, the ship attracted some 4,500 people when she was open to visitors.

The members of the Joint Services Expedition to Elephant Island were embarked, and last month were landed for their arduous exploration.

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THE WHITE ENSIGN ASSOCIATION, LIMITED,
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NAVY NEWS IN BRIEF

Tribute to De Gaulle

Royal Navy representation at the memorial service for General De Gaulle in St Paul's Cathedral was provided by Medway Command, comprising four officers and 22 ratings (five from the W.R.N.S.). They attended from H.M.S. Pembroke, the Fleet Maintenance Unit and Craft Support Unit, and H.M.S. Cavalier, H.M.S. Valiant, H.M.S. Warspite and H.M.S. Chichester.

A 2,000lb. German parachute mine, netted by a trawler off Clacton (Essex), was exploded by Royal Navy experts.

H.M.S. Upton's football team were trounced 5-1 in a good cause when they met Hamworthy Engineering in a charity match during the minesweeper's Meet the Navy visit to Poole (Dorset).

Vast quantities of ice-cream, jelly and lemonade were added to the virtual list of H.M.S. Gurkha when families were taken on the Forth for a four-hour cruise.

Four hundred boys from 25 schools were invited aboard when the Royal Fleet Auxiliary Blue Rover was in the Thames for a nine-day visit to London.

H.M.S. Andromeda steamed south from the Arctic to keep an appointment with 200 children

from a Glasgow school which has adopted the ship. The pupils were taken for a trip — a pleasant change from the frigate's fishery patrol off Iceland.

A former London schoolboy brought his ship into the Thames when H.M.S. Wootton arrived at Tower Pier on a six-day call. The commanding officer, Lieut.-Cdr. W. J. M. Coles, joined the Navy as a National Serviceman in 1952.

The minesweeper H.M.S. Lewiston exploded a mine which was menacing shipping in the Forth.

For the first time a British warship — H.M.S. Malcolm — is acting as mother ship to trawlers fishing for cod off the coast of Iceland. She was being relieved by a Board of Trade vessel after about a month.

The ship's company of H.M.S. Blake was represented at a church service at Alverstoke



H.M.S. Albion (below) steams slowly up Portsmouth Harbour past the visiting Canadian destroyer escort Terra Nova on her return from the Mediterranean.

The Albion had been in the Med. since August and had taken part in a major NATO exercise and visited Malta, Cyprus, Athens and Gibraltar. She was frequently shadowed by Russian warships.

Back from the Med.

On her return, 19 helicopters of 845 Squadron flew ashore to R.N. air station Culdrose while the ship was in Falmouth Bay.

Photo: PO Dave Morris

to present a cheque for £100 which they had raised for the National Children's Home there. Throughout the cruiser's recent voyage, the petty officers kept in touch with the children.

Two Chelsea pensioners, flown to Malta by the Garrison mess for a holiday, were entertained aboard H.M.S. Ark Royal at the invitation of 2K2 Mess.

New shore trainer for Dryad

A new Action Data Automation shore trainer complex has been ordered for H.M.S. Dryad.

The complex will include both operations room and weapons training facilities for crews of Type 42 destroyers with Sea Dart missile, for frigates with Ikara missile, for small ships with Computer Assisted Action Information Systems, and Leanders with gun and anti-

submarine weapons systems.

A detailed specification of the trainer requirement has been prepared by ASWE. The Digital Systems Division of Ferranti, Ltd., has been appointed prime contractor for development and supply of the equipment.

The system will include 11 Ferranti computers feeding more than 60 displays manufactured by Plessey Radar, Decca and

Ferranti. There will be two Type 909 Sea Dart missile tracker-illumination radar simulators by Marconi Radar Systems, and eight Solartron Coastline generators.

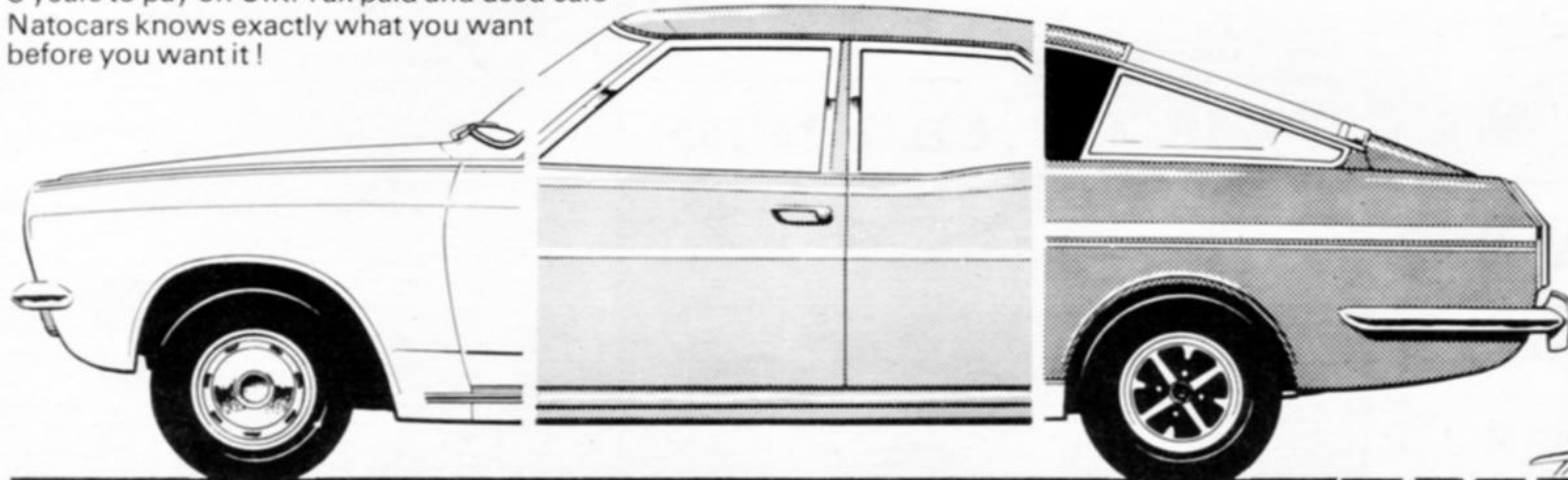
The trainer system, scheduled to commission in 1975, will be the second major naval trainer for H.M.S. Dryad produced by Ferranti's Digital Systems Division.

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MISS SOLENT SECRETARY

This is pretty Mrs. Christine Stokes, raising her glass of champagne in celebration of winning the Miss Solent Secretary Award. (Can't think what Chief Writer

Derek Brown is doing in the picture, but perhaps he was invited along by the photographer to add the "business touch" with his typewriter.)



Families Page

After last month's North of England entrant, it is back to the South for this month's "married patch glamour girl."

Mrs. Christine Stokes, whose husband Alan is a leading seaman and the Chief of Staff's coxswain on the staff of CINC-NAVHOME, won the Miss Solent Secretary Competition sponsored by Portsmouth Junior Chamber of Commerce, the results of which were announced at a champagne reception aboard H.M.S. Norfolk.

Christine, who is 26, is the Chief of Staff's secretary, and will now compete in the National Secretarial Award to be held in London this year. The competition requires the qualities of a good secretary, but who will deny that Christine has a personality to add charm to any occasion.

Pictures, please

Navy News believes there is as much glamour on the married patch as among the ships' pin-ups, and invites the girls themselves, or their families, to send in pictures (returnable).

The sender of any picture published will receive two guineas.

Photographs (only black-and-white, please) should be sent to the Editor, Navy News, R.N. Barracks, Portsmouth.



Home from the East

LEM Brian Thomas is reunited with his wife Josephine and daughter Sonya when H.M. submarine Cachalot returns to the U.K. from the Far East.

Photo: Tony Wilson

NEW AMENITY FOR PORTLAND

Nearly 300 families on the naval married quarters estate at Westcliff, Portland, are going to have a community centre which will include a Naafi shop.

The main use of the centre will be to provide a focal point for social activities on the estate

— children's Sunday school, wives' club meetings, dances etc.

The single-storey building an attractive surrounds have been designed by the Ministry of Environment (formerly Public Building and Works), the scheme providing a much-needed amenity for the families of naval personnel in the area.

Construction started last month and is expected to take about a year to complete.

Airing the pin-pricks

A member of married quarters estate staff wrote to Navy News saying: "You may like to know that much interest has been aroused by your publication of letters from tenants."

"If these small pin-pricks are aired through your columns, we will all benefit. We would all be surprised how little it could take to 'put our house in order'."

Any wife who has to explain why the bills haven't been paid may well regard her situation with some irritation — but not half so

So don't blame the Missus!

GIFT FOR HOME

The Royal Naval and Royal Marine Children's Home at Waterlooville, Portsmouth, has a new amenity — a radiant heat lamp provided by the Victory branch of the Naval Wives' Association. The lamp is useful in the treatment of skin troubles.

For the past 136 years children in need of temporary accommodation, including orphans, have been cared for at the Home, which has been in its present premises since 1952. The Home receives generous support from ships and establishments, and from other organizations connected with the Service.

Mr. and Mrs. Liddle have been superintendent and matron since 1954. They have completely reorganized the home and brought it up to

date in modern requirements and comfort.

At present there are 16 boys and 11 girls at the home, which can take up to 31 children.

In the picture Mrs. E. W. Ellis, chairman of the Victory branch of the Naval Wives' Association (centre), presents the heat lamp to Mr. and Mrs. Liddle.

much as one wife who had to explain when, in fact, she had cleared the accounts.

"May I suggest to any of your readers," she wrote to Navy News, "that on leaving married quarters and receiving the final settlement account from the Gas or Electricity Boards that they pay the bill direct to the board concerned, and not to any showroom as suggested on

the back of the bill.

"I settled our accounts on October 14 at our local offices, and afterwards received four reminders from the Electricity Board (who have since apologized).

"The Gas Board didn't send a reminder; instead it was sent to my husband's new ship via the Command Married Quarters Officer, and I have had some unnecessary explaining to do!"



S. JAMES' CHOIR SCHOOL & SENIOR SCHOOL

BARGATE, GRIMSBY, Lincs. This independent Church School for 230 boys has both Prep. and Senior depts., providing continuity of education from 8-18 years. Staff ratio 1:14 gives good academic results. There is a full sporting programme and small family-style Boarding House. Please enquire of The Headmaster.



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CAROL & GARNETTE (Miniature Roses) from May until December

SPRAY CHRYSANTHEMUMS are available throughout the year

SINGAPORE ORCHIDS are available throughout the year

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These are specially flown in FOR YOU. Orders must be received 2 weeks

prior to date of despatch. £3 5s. boxes only. Carriage paid (5s.—25 new pence)

During December the Rose season is coming to an end, and whilst orders for

Roses will be executed if possible, other flowers may have to be substituted, but

you can rest assured these will be of equal value.

The number of blooms sent varies according to current wholesale prices.

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The Navy thanks Naafi staff for 50 years of service



Admiral of the fleet Earl Jellicoe

He wouldn't have recognised the Naafi of today.

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- ☐ Mineral water factories
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- ☐ Wine cellars
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- ☐ Hire purchase
- ☐ Instalment credit
- ☐ Gift service
- ☐ Mail order
- ☐ Interflora

DISCO DATES AND...



The modern image — Left: Ldg. Ck. Mike Shaw, D. J. with the £500 mobile disco at the Victory Club, Royal Naval Barracks, Portsmouth.

Right: This lovely, handing out free iced lollies provides a pictorial memory of the opening at the Rowner estate, Gosport, of the Royal Navy's biggest supermarket.

NAAFI scores a 'golden' 50

... 'DOLLY' LOLLIES

The new book has a Royal message

In a message, printed in the book "Service to the Services, the Story of Naafi," published to mark its Golden Jubilee, the Queen, patron of Naafi, says: "During the fifty years of its history Naafi has given faithful and devoted service to the Armed Services at home and abroad, in war and in peace."

"It is a record of



Admiral of the Fleet, Earl Mountbatten.

which you may well be proud."

Admiral of the Fleet Earl Mountbatten of Burma, in his foreword, recounts personal memories, and closes: "The standard of living of Servicemen and Servicewomen today is increasing so much that the demands on Naafi will, in my opinion, continue to increase and become ever more important to morale. I feel sure that Naafi will meet this challenge as they have always done in the past, in this very exciting and interesting future."

There's a golden anniversary in the Service family. Naafi, born in 1921, is 50.

It's the same Naafi which supplied inspiration for those affectionate, if unflattering, witticisms like suggesting your oppo was "as dim as a Naafi candle!" — the same Naafi whose mobile "wagons" have given welcome sustenance to generations of Servicemen.

But how Naafi has changed. How could men who, half a century ago, drank tea dispensed from a bucket with the smell of wet straw palliasses in their nostrils, have imagined today's Naafi of modern supermarkets, "country pubs," plush clubs with go-go dancers and automated cuppas and meals.

The young Serviceman in the Western Desert campaign, swallowing a cuppa at a mobile Naafi canteen, couldn't have dreamed that his counterpart in Germany a quarter of a century later, wearing a Naafi-tailored suit and driving his Naafi financed car, would be able to take his wife to a Naafi club where he could enjoy a drink while she watched models displaying the latest fashions from the Naafi store.

But Naafi's traditional fighting yet friendly spirit remains.

It is shown overseas despite political, military or natural alarms (like revolution, bomb "plants" or typhoons).

It is shown where Naafi maintains its service to the end for Forces in parts of the world where the British presence is contracting, or in straining resources to meet the needs of troops in Ulster.

Naafi counts its turnover in millions, exports £15 million worth of goods from the U.K. every year, and controls stocks by electronic data processing.

In his report of Naafi's 50th year, the managing director, Mr. E. W. MacGowan, says the expanding range of own-label products marketed under the "N" symbol now covers 200 different commodities.

He reports that, while the rum ration's demise had sad overtones, Naafi's view was tempered with the knowledge that ratings' beer ration increased and POs and CPOs messes in ships were granted a spirit ration.

"These moves offer considerable extra potential for the ships' canteen where we are constantly trying to improve merchandising under the cramped conditions which necessarily prevail in a fighting ship."

With the extension of the Naval Canteen Service (including the new Rowner and Rosyth supermarkets) there are plans for more shops and extension of the men's outfitting service, he reports.

NAVY CLUBS LEAD

The Navy was first to welcome the social club, and has led the way in adopting automatized restaurants.

The Navy has 12 automats while the Army and R.A.F. muster only 22 between them. Half the 10 clubs opened during 1970 were for the Navy.

The pattern of future Naafi service is still to be studied with the Service Departments, says the report.

The chairman, Mr. H. P. T. Prideaux (who was made a Knight Bachelor in the New Year Honours List), says: "I can see no easy road ahead for Naafi. At home we are caught up in the wage cost explosion which threatens the whole country's economy. The extent of our overseas operations is diminishing."

"On the other hand our performance is efficient and imaginative merchandising and in cost control continues steadily to improve, and we are concentrating all our efforts on these essentials. The results for the year so far contain solid encouragement that our policies are meeting with some success."

"Naafi has a staff which is dedicated to its task."

In his foreword, Marshal of the Royal Air Force Sir Charles Elworthy, Chief of the Defence Staff, recalls Servicemen's tendency to take Naafi for granted and make "Naafi candle" jokes.

But there was affection in the allusion, he says. Naafi, as part of the Service family, had to take its share of family teasing.

SERVICE IN THE FIRING LINE

The first vessel alongside to pick up survivors when H.M.S. Royal Oak was sunk at Scapa Flow on October 14, 1939, was a Naafi canteen boat.

This is just one of many incidents — dramatic, sad and humorous — contained in the book "Service to the Services," by Harry Miller.

In war, wherever the action was, there also was Naafi.

There were men like Capt. Thomas Shannon, wounded and taken prisoner, who helped Allied soldiers to escape, and two Naafi sergeants, taken prisoner in Crete, who escaped to Greece by fishing boat, helped to organize guerrilla bands, and eventually made their way to England.

The book claims: "The contribution of the Naafi girls to the comfort and morale of the Forces has never been sufficiently acknowledged outside Naafi."

Discussing the problem of finding ship space in wartime, the book comments: "Many a bottle of whisky enjoyed by troops in Italy had travelled in the torpedo tubes of a submarine."

The story of the Navy, Army and Air Force Institutes is one of action, courage, ingenuity and humour.

Psst!
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You can get big discounts on new cars or caravans when you buy through Naafi-with low **HP** charges



Naafi doesn't actually sell cars or caravans. Its part is to see that you pay as little as possible for yours. *This is how:*

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Austin, Morris, Triumph, Rover 15% discount

if you are being posted abroad or moving from one overseas country to another

7½%—12½% discount on most popular British cars bought in the UK for UK or overseas use with full dealer services including delivery where you wish (e.g. to meet you at the airport if you are returning from overseas).

7½%—10% discount on a range of popular British touring caravans bought in the UK for UK or overseas use with full dealer services including delivery to your home town in UK or to an overseas port.

Low HP charges without strings such as annual subscriptions.

Other Naafi advantages: free personal insurance ☐ deposit saving to build up a deposit for a future purchase ☐ car insurance cover at reasonable cost and prompt cover if you are posted ☐ insurance cover against three-quarters of your liability to purchase tax and import duty on a car if prematurely repatriated from overseas.

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☐ New touring caravan
☐ Used car
☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

Post this today



"Cor! 'E ain't 'alf got a big 'ead!"



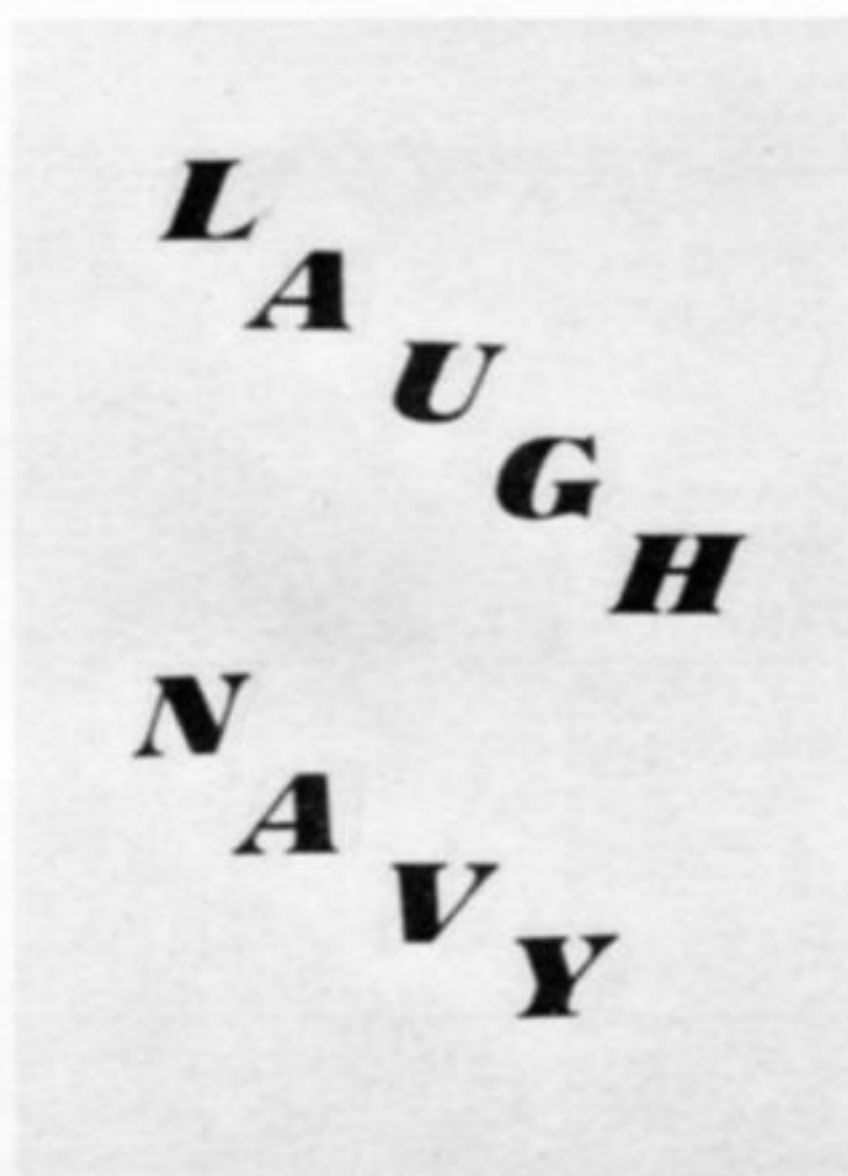
"I told him that screen was turning too fast!"



"It's the same every pay day."



"My own command at last, darling. I'm in charge of the Admiralty tea boat."



"Not a sloppy dresser mate — just a sloppy eater."



"Okay, now I'm a sailor where's all the nice girls who love me?"

Treasures of the Dart

"Trophies" brought up by members of B.R.N.C. Sub-Aqua Club from the river bed where the wooden-walled Britannia and Hindostan used to be moored.

H.M. ships Britannia and Hindostan off Sandquay shortly before the Royal Naval College was built at Dartmouth.



Hunting for "treasure" from ships of a past era provides a popular activity for newly-qualified members of the Sub-Aqua Club of Britannia Royal Naval College, Dartmouth.

The bed of the River Dart offers many attractions, not least the recovery of pottery which fell overboard from the wooden-walled Britannia and Hindostan which were moored in the river before the college was built.

Many interesting items have been brought to the surface, including examples of Victorian Spode china and a few finely-etched Britannia glass beer tankards.

With increased public interest in diving and aquatic sports and the need for trained underwater swimmers in the Royal Navy, the college formed its own sub-aqua club some years ago, and it has benefited both the college and the Navy by providing the Fleet with qualified ships divers.

About 16 officers under training pass the diving course at H.M.S. Vernon each summer after instruction from Lieut. Mike Bull, the college diving officer. For

those not interested in becoming naval divers the club presents an opportunity to learn "pleasure" diving thoroughly and safely, and at the same time a chance to dive in one of Britain's best locations.

Wrecks inspected

On joining the club, new members learn diving elementarys at the swimming bath and pass three basic tests before diving in tidal waters.

Having qualified in the clear and fresh water of the pool, dives in the River Dart invariably follow.

Once the quieter waters of the river have been conquered coastal waters are tackled, particularly the East Blackstone, Mewstone, Hall-sands and, more recently, the wrecks of the Ramillies and Maine, both of which lie in fairly shallow water off Salcombe.

Usually the club is about 30 strong, with membership rising to the 50 mark in the summer.



A LONG LOOK

Miss Plymouth finalist

Tall, slim and elegant in a white figured brocade evening dress with train, 20-year-old Wren Pat Coxon, from Dundee, a stenographer at Maritime Headquarters, Mount Wise, wore this dress when she was a finalist in the Miss Plymouth competition.

● The West almost became the Wild West when the Navy's glamorous gals of Plymouth got hot under their fashionable collars about a Navy News story on the with-it fashions of today's Wrens.

Why? The pictures with the story were of Portsmouth Wrens — and Plymouth claims that the land of the Oggies is tops in the Navy world of fashion.

So the women of the West toted their guns and fired this salvo of delectable fashion shots at us.

Fashion? West is best, they say

Hell hath no fury like a woman who believes she has been scorned — particularly, it seems, in that fierce world of feminine fashion!

Round Plymouth way a correspondent was strongly reminded of this after the Navy News fashion story in October with Portsmouth Wrens pictured.

The Wrens of Plymouth loudly proclaimed that THEY were first past the post in the Navy fashion stakes by a mile.

Cries of disdain issued from Wrens Quarters, H.M.S. Drake. Withering whispers mingled with clacking typewriters at Maritime Headquarters, Mount Wise. Wren drivers murmured mockery behind their steering wheels. Polished scorn was sighed over vodka martinis in wardrooms.

From Plymouth, they alleged that Portsmouth Wrens were "at least a year out of date."

UNIFORM WHISTLES

Like the Portsmouth girls, the Plymouth Wrens were fond of their uniform. "It's feminine, and we look like girls when wearing it," they said, adding, with evident satisfaction, "Chaps ashore whistle at us."

Our correspondent, impressed by the beauty and stature of Plymouth Wrens giving their uniform "that little extra something," added that in their shore-going rig they make local girls fear for their hold over their boy-friends.

"It's the holiday atmosphere in the West Country that helps us with our fashions," said the Wrens. "Girls from all over the country come here on vacation. They arrive with their newest and most up-to-date creations."

"To compete, we must be months ahead fashion-wise."

They admitted that Pompey was only an hour from Carnaby Street by electric train and a ferry ride from "hippie festivals on the Isle of Wight."

BLUE 'MAGIC'



Here's pretty Wren Sue Goodwright (19), from Sandhurst, charmingly proving the truth of what Plymouth Wrens say about their uniform — "It's feminine, and we look like girls when wearing it."

It's our sore disappointment that we couldn't reproduce here a colour transparency we received of Sue, a cine operator at H.M.S. Drake, looking stunning in a pink mini.

A SHORT LOOK



Mini a go-go

You might almost call Wren Eileen Taylor one of Drake's People. Eileen, aged 20, wears this dress (above) as a go-go dancer at H.M.S. Drake's Drumbeat Club. Eileen, from Manchester, likes the mini.

She is seen left in her work-a-day role as a cine operator.



So what, they said. At Plymouth it's only four hours by Cornish Riviera from West Country to West End.

YOU DECIDE

With that, they challenged the lads of the Fleet to make up their own minds. Look at the figures of our Plymouth Wrens and decide, they said.

As for Navy News, we express no opinion, believing it wiser simply to show you the "goodies" and let the girls fight it out themselves. Cowardly perhaps, but playing safe!

BLACK 'RUSSIAN'

Wren Barbara Mitchell (19), a stenographer at Maritime Headquarters, Mount Wise, won't feel the sea breezes in her home town, Brighton, in this Russian style black fur trimmed midi coat and wet look boots, topped off by a delightful fur hat.

Barbara is Eileen's fellow go-go dancer.

A vote for 'bell bots'?

Wren Sandi Allen, aged 19, looks equally cool and collected whether in her "working rig" (below) as a driver at Maritime Headquarters, Mount Wise, or in her stylish choice in fashions for going ashore.

On the right, Sandi seems to be putting the Navy bell bottoms firmly on the feminine fashion scene with her black maxi culottes worn with a printed linen blouse and matching choker.

Sandi, from Guildford, is to be married this month to a lucky lad in H.M.S. Intrepid.

WRITER DEBBIE IN PRINT



Wren Debbie Avenell (20), a writer at H.M.S. Drake, has an eye-catching printed green and white linen dress and coat (right) — and apparently plenty of work to do (left). Debbie's from Guildford.



**Pictures—
CPO Brian
Gentry**

Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel. Portsmouth 22351 (Ext. 892194)

New Year of optimism

For young sailors, 1971 opens with the prospect that within a few months, thousands of pounds more will flow into their pockets as the final instalment of last year's pay code, coinciding with release procedures which cannot be regarded as less than daring in the light of manpower shortages.

At a couple of strokes of the pen, pay and conditions of service have been revolutionized.

Those who are not quite so young and fancy free share the prevailing dismay at the way in which the rising cost of living has eroded the rosy situation of less than a year ago.

But there must be hope ahead. If pay plus Donaldson Report bring in a goodly stream, pay plus contentment will have to hold them, leading inevitably to the conclusion that financial corrections will have to be generous.

Not only is the rewards outlook fairly optimistic, the wives may also remember 1971 with some satisfaction. It seems a fair bet that separation is likely to suffer as severe a shaking as release procedures, with results which can only be of benefit to family life.

Towards the Armed Forces the national theme is now one of a job worthy of dedicated men — a change of heart which is at least as important as the money.

NAAFI has a celebration

Outside the Royal Navy, "Action Stations" may seem to have little association with NAAFI, but all who have served in ships in time of war know that the canteen managers and their assistants donned uniform and shared the common dangers.

Many had their posts in magazines — not the most enviable places amid shot and shell — and the NAAFI Roll of Honour deserves to be remembered in this golden jubilee year of the official trading organization of Her Majesty's Forces.

From a box of matches to a motor car, NAAFI supplies form a leading part in the domestic life of the Services. It knows all about criticism. Having done well in the march to modern times, there are bound to be the suggestions that it might have done better, but the "ideas" folk on the outside could perhaps spare a thought for the problems of running this vast organization against fierce competition, and managing at the same time to be a mainstay for welfare and benevolent activities.



"Letting the ship's company hold a New Year's Dance here was a mistake, Chief — not enough birds to go round!"

No "save the Queen's money" grants will be allowed to bite into the income available from the Sailors' Fund, set up as compensation for the loss of the tot.

In the careful scrutiny of the schemes put forward, one important point always in the minds of the Grants Committee is whether, in fact, the amenity sought should be paid for out of public funds.

For instance, the last meeting of the Committee heard that H.M.S. Osprey was short of playing fields, and that the soil on Portland was such that those which were available were often unusable because of the weather conditions.

The establishment sought financial help to provide an all-weather field.

STANDARD SCALES

But there are standard scales, applicable to all three Services, for the provision of playing fields, and the Committee were informed that Osprey did not have its full entitlement.

Naval Home Command agreed to try to expedite the provision of an all-weather field from public funds, with the Committee re-examining the application later in the light of the progress achieved.

The Committee were equally reluctant to approve the £30,000 needed for an extension to the swimming pool at H.M.S. Tamar, Hong Kong, although aware of representations on the urgency of the scheme.

In this instance the position in relation to public funds was not clear, and the Committee are to await further reports after visits to Hong Kong by senior naval representatives.

The go-ahead was given for the biggest scheme to date from the Sailors' Fund

— the £80,000 sports and recreational centre at the married quarters "town" of Rowner. The plans include a swimming pool, bar, and children's play area.

UNLUCKY BID

The neighbouring H.M.S. Daedalus were unlucky with their bid for a £70,000 swimming pool in the establishment, the Committee taking the view that much of the requirement would be absorbed by the new Rowner pool, and that, in any case, there were two swimming pools and the sea within easy reach.

Other unsuccessful bids concerned washing machines for H.M.S. Resolution (and other nuclear submarines following her into refit); H.M.S. Raleigh church embellishments; bus for H.M.S. Ganges, bus for CTCRM; decimal cash register for BRNC, Dartmouth; H.M.S. Glamorgan's proposal for a RN and RM hotel at Plymouth.

Further information is being sought on a number of other ideas put forward.

Discussion took place at the Committee on the possibility of ships embarking upon minor capital projects, especially in view of continuous commissioning. They would be helped if there were some sort of guarantee concerning payment of grants.

In accepting the need for some safeguard, the Committee undertook to give two years' notice of any major changes.

Because of delays at the start of the Sailors' Fund, the first instalment to Ships' Welfare Funds was not paid until late October or the beginning of November.

The second instalment was being made available almost immediately afterwards.

No need here for a swimming pool out of the Sailors' Fund as "Hands to Bathe" was sounded aboard H.M.S. Ark Royal while the aircraft carrier was in the sunshine off Sardinia.

F.A.A. strike crew trophy

The Robert Sandison Trophy, a silver model of a Wyvern aircraft, was presented by the Flag Officer Naval Air Command (Vice-Admiral M. F. Fell) jointly to Lieut.-Cdr. Leslie A. Wilkinson and Lieut. David J. Thompson at R.N. air station Yeovilton.

These officers, who have worked and flown together as a crew in a Buccaneer strike aircraft of 809 Squadron in H.M.S. Ark Royal, have been assessed as the most efficient strike crew from among all those nominated throughout the Fleet Air Arm.



APPROVED FOR GRANTS

Grants were approved as follows:
Rowner sports and recreational centre (including a swimming pool), £80,000;
Polaris submarines Port and Starboard crews to qualify as separate ships for grants;
Royal Sailors' Home Club improvements, Portsmouth, £20,000;
Drumfork Club, extension, Faslane, £18,000;
H.M.S. Daedalus Motor Maintenance Club building, £4,000 (subject to considering the possibility of a removable building);
H.M.S. Drake welfare laundry, £3,550;
H.M.S. Ganges dry ski slope, approved subject to confirmation that it could be removed;
H.M.S. Neptune, theatre modernization, £1,900;
45 Commando R.M., £400 to refurbish cine projectors at H.M.S. Condor;
R.N. Hospital, Plymouth, £850 for an extension to the Geneva Club;
R.N. Barracks, Portsmouth, £500 for equipment for the Victory Club;
H.M.S. Warrior, £200 to fit out a room as a club for Navy personnel;
Malta, £600 for recreational equipment, subject to the production of a satisfactory list of items.

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Prospectus from Secretary.

She sailed backwards to Christmas!

AND CAPTAIN GETS A GUN

H.M.S. Rothesay's return to Portsmouth marked the end of a two-and-a-half-year commission and, as the picture shows, she went alongside stern first — sailing backwards for Christmas, in other words.

Cdr. David O'Sullivan, who leaves after 15 months in command, was presented with a model of the frigate's 4.5-in twin turret which was made on board.

The ship was recommissioning in early January.

Photo: PO Dave Morris



Canada says thanks for Navy help

At Canada House, the Canadian Maritime Commander, Rear-Admiral H. A. Porter, presented a plaque to Vice-Admiral A. T. F. G. Griffin (Flag Officer, Plymouth) to mark the gratitude of Canadian Forces to Plymouth Command for services and assistance to Canadian ships.

Rear-Admiral Porter referred particularly to assistance given to H.M.C.S. Kootenay and her ship's company when she was badly damaged, with loss of life, by explosion off Plymouth in 1969.

Surprise for Wolverton — it's quins!

Not surprisingly, there was a stir on board the minesweeper H.M.S. Wolverton when a new recruit to the ship's company gave birth to five youngsters in a drawer in the seamen's mess-deck!

The proud "mum" was a black mongrel bitch which had wandered on board when the ship was in Great Yarmouth in September, liked the place and decided to stay.

When the ship sailed for Port Edgar, Scotland — home of the 1st Mine Countermeasures Squadron — the dog had to stay with police in case she was claimed.

When she was free to rejoin the ship, the crew clubbed together for the rail fare and OEM1 Jim Woodcock, of Leicester, went to collect her.

Christened "Sniff," she soon settled into shipboard life, but it wasn't long before her shape altered noticeably and her face bore a hint of a smug expression.

When the five pups were born it didn't need much detective work, judging from their appearance, to indicate that the father was Scampi, the coxswain's dog from H.M.S. Bildeston, which had been lying alongside the Wolverton for 10 weeks while in refit.

Sniff was "watch on, stop on" looking after the pups, all of which are already spoken for by members of both ships' companies.

Admiral sees nine Vanguards

During his official visit to Britannia Royal Naval College, Dartmouth, Vice-Admiral A. T. F. G. Griffin, Flag Officer Plymouth, inspected nine recently-acquired models of H.M.S. Vanguard.

The scale models of all the ships of the name range from wooden walls of 1586 to Britain's last battleship, broken up in the late 1950s — and show warship development.

RESCUES—A YARMOUTH TRIO

It was early morning in Rotterdam when AB Tony Park (21), of Leeds, and OS William Headdon (18), of Chepstow, heard a crash and saw a woman trying to escape from a car which had careered into a disused canal.

So began the third rescue act by H.M.S. Yarmouth sailors in the seven weeks since the ship had left Portsmouth.

The two ratings leapt into the icy water and led the girl ashore.

The Yarmouth's two previous rescue acts during this period took place in three days while she was taking part in Exercise Limejug in the Mediterranean.

She had just entered Grand Harbour, Malta, when news

came of an explosion in the tanker Esso Chile some miles off the island.

The ship's helicopter, piloted by Lieut. Colin Hague and with PO Norman Adshead, was quickly airborne, and a doctor, medical attendant and equipment were flown from the Royal Naval Hospital, Mtarfa, and winched to the tanker's deck.

One man had died, but two injured men, one badly burned, were winched up and flown to Mtarfa. Two more casualties were taken off by R.A.F. launch.

Afterwards, Esso International Inc. presented a cheque for 300 U.S. dollars to the Commander-in-Chief, Western Fleet, for H.M.S. Yarmouth's ship's welfare fund.

Earlier, the Yarmouth had been involved in the search for missing Russian sailors after the collision between the destroyer Kotlin and H.M.S. Ark Royal.

The frigate's motor whaler and Gemini each picked up one survivor, and lifebelts were thrown to two others who refused to be picked up.

Yarmouth returned to Portsmouth on December 10. Early this month weapon training exercises precede her three-month refit at Rosyth.

THANKS A MILLION—SAID IN SILVER

During 31 years Mrs. Margaret Robinson signed cheques for a total of £7 million for recreational equipment for the Services.

Aboard H.M.S. Victory in December, Naval Home Command said its thank-you by presenting a £315 silver salver to Mrs. Robinson who has retired as secretary of the Nuffield Trust.

A REMINDER

Making the presentation, Admiral Sir Horace Law, Commander-in-Chief, Naval Home Command, called it a gift to "remind her of us as she has given so much to remind us of her."

The money for the salver was subscribed by officers and ratings, and the picture shows Mrs. Robinson admiring her gift with Wren Lynn Langley, LS Alan Stokes, LS Brian Garrett and Wren Pat Smith.



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Pakistan mercy mission



The Royal Navy spearheads the relief operation to flood-stricken East Pakistan. This is the assault ship H.M.S. Intrepid, whose "brood" of landing craft played a vital role in the mission.

THE NAVY'S HERE...

Though it is doubtful whether the starving survivors of the great East Pakistan tidal wave had ever heard of the heroic episodes of the Second World War, "The Navy's Here" had as much meaning for them as for the joyful Britons who heard the cry on their release from the German prison ship Altmark.

Rows of figures estimating the numbers of helpless human beings swept to destruction, or the pounds of rice or bread taken as relief, have little meaning in the vastness of horror and destruction.

All the world knew was that the floods had taken their toll in a forgotten inaccessible region, and that relief did not seem to be keeping step with conscience.

Fears mounted that subsequent starvation might prove a greater tragedy than the flood.

Then the Royal Navy, with the Army and the Royal Air Force, mounted the biggest operation of its kind since the Second World War.

Forces families gave clothing as the Services were geared into a mighty effort from their resources.

The 11,000-ton assault ship H.M.S. Intrepid and the old aircraft carrier (now repair ship) H.M.S. Triumph sailed from Singapore for the Ganges delta, H.M.S. Hydra was diverted there to survey the channels, and a logistics ship, the Sir Galahad, completed the naval force.

And so the mercy supplies swung



into action. Sailors, Royal Marine Commandos, Royal Engineers, landing craft, inflatables, helicopters and the giant Royal Air Force transports reached out to people who had been facing death a second time.

Back home, the country was relieved that the British Forces had played their traditional role in a mercy mission, and would have been more heartened still had they seen the men sweating away long hours at their task.

Space-aid Intrepid

Skynet, the military satellite hanging in space 23,000 miles above the Indian Ocean, received its biggest operational workout as it kept communication links between the British flotilla off the East Pakistan coast, the Singapore base and Whitehall.

One of the system's terminals is located in H.M.S. Intrepid, the Royal Navy assault ship which played a prominent role in the Pakistan relief "op."

The five-foot satellite, spin-

ning at 90 r.p.m., receives messages — voice and telegraph — and passes them onwards in a little over a quarter of a second.

Operated by No. 90 Signals Group, R.A.F. Strike Command, control of Skynet is in

the hands of the Telemetry and Command base at R.A.F. Oakhanger, near Alton, Hants.

Terminals, known as earth stations, are at five fixed locations — Oakhanger, Bahrain, Cyprus, Gan and Singapore. Two, including the one which operated from Pakistan, are aboard ships, and two more are air transportable stations.

Skynet was launched in November 1969 from Cape Kennedy using a Thor Delta rocket.

By the handful



AIRLIFT 'OP'



A hopeful watch as the helicopter airlift gets under way.

Thanks to the British Armed Forces, hungry survivors of the disaster welcome a meal "by the handful" after relief supplies had reached the distressed areas. Within hours of the naval task force's arrival, the first supplies were being delivered by Royal Navy helicopters.

LANDING CRAFT'S LONG HAUL

Because of navigational dangers as an aftermath of the East Pakistan tidal wave,

landing craft had a long haul between ship and shore to get the supplies delivered.



Splash and away: A landing craft with Royal Marines and Army personnel aboard lowered from H.M.S. Intrepid, bound for relief duty ashore at Patuikhali.



Families aid

The heavy equipment arrives



Picture: B. M. Cartwright

Clothing gathered by families after an appeal over the British Forces Broadcasting Service is sorted by the Rev. R. J. W. (Bob) Tate, the Far East Fleet Chaplain, and helpers. Gifts from naval families and Navy Dept. civilians resulted in three tons of clothing, including baby wear, being put aboard H.M.S. Triumph.

Heavy equipment taken by the task force included bulldozers, and another essential supply was the water purification plant.



At a hundred feet the stench of death was unforgettable. Huddled in little groups, always close to a red flag which showed help was needed, the survivors waited anxiously for food and water.

Our pilot wisely landed away from the pathetic groups, as only two days before, starving islanders had jumped up at an

By Capt. Tom Tayler, R.M.

American Bell helicopter and pulled it out of the sky. Three people were injured as the helicopter crashed to the ground.

Within seconds of landing, the crowds reached us and, despite the efforts of the Royal Marine Commandos to keep them back, they quickly ripped open the sacks of rice and many of them began to eat it raw.

FLEET WAS SPEARHEAD

Later, when I had time to talk to some of the people, I learnt that on this particular island, only 2,000 people survived out of an original 12,000. Most, I was told, had been swept out to sea.

Major aid

I saw no women nor children under the age of seven. Only a few palm trees remained standing, and on one of them I was shown the water mark which was fully 15 feet from the ground.

Things are much better now in the devastated area. Nobody is starving; there is plenty of food and water being distributed by the Pakistan Army, and aid is still coming in.

Undoubtedly, the major aid came from Britain. The British Far East Fleet, with its headquarters in Singapore, has been the spearhead of the British contribution to the relief programme.

When the fleet arrived in the Bay of Bengal, the ships had to anchor 30 miles

from the nearest land, owing to the silt in the bay caused by the cyclone. This fact alone stretched the communications and delivery of supplies to tremendous proportions.

Navy helicopters flew up to 16 hours a day, while the landing craft flogged backwards and forwards ferrying thousands of tons of supplies into four major distribution points.

As the rescuers navigated their small boats up the muddy rivers, they were able to see for themselves the horrific aftermath left by such a disaster. Few will ever forget the experience.

Tragic area

It is likely to be many months before all the bodies are found and buried. No one will ever know how many people died.

Heavily populated as it is, this must be one of the most desolate and tragic areas of the world.

It has taken this fantastic disaster to focus attention on its desperate plight.

Welcome aboard.

A new branch of the National Westminster Bank
has recently opened in Raleigh Block,
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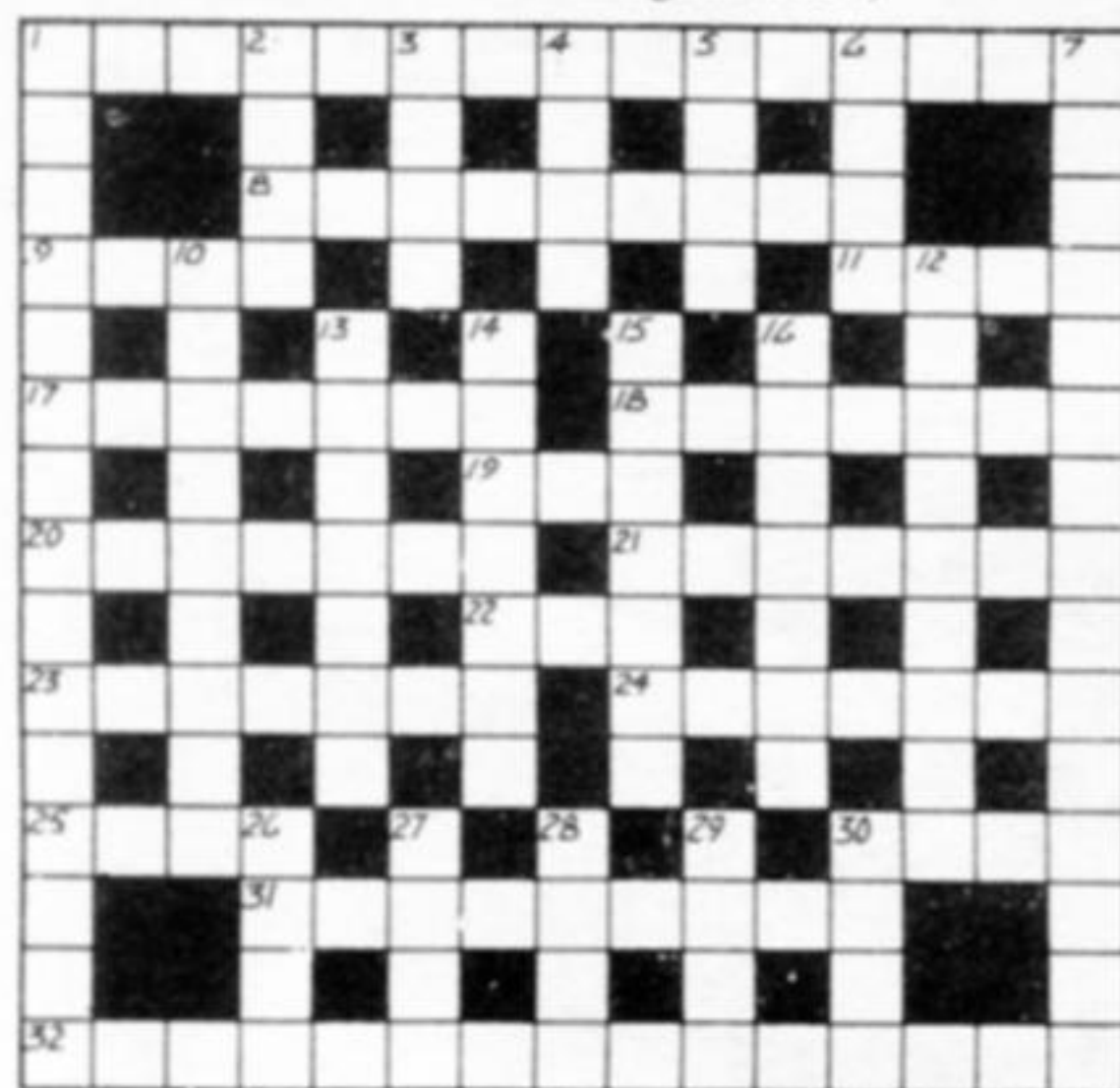
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GUNS-OR-CASH X-WORD

Below is the latest in the present series of Navy News crosswords. Entries close on January 28 and should be addressed to Crossword No. 23, Navy News, Royal Naval Barracks, Portsmouth. Senders of the first two correct solutions opened on that date will each be the winner of a model of a 24-pounder naval gun, which retails at about £7 10s. (Alternatively, they can if they wish have £5 each instead of the gun model.)



Name

Address

SOLUTION 22

Across: 1, Soft bed; 5, Barrier; 9, Flora; 10, Sideboard; 11, Emergency; 12, Elite; 13, Steadfast; 16, Years; 17, Packs; 19, Excellent; 22, Rover; 23, Innocence; 25, Intrinsic; 26, Until; 27, Garment; 28, Larches.

Down: 1, Suffers; 2, Froze; 3, Bragged; 4, Disengage; 5, Badly; 6, Rubbery; 7, Inanimate; 8, Redness; 14, Excavator; 15, Technical; 17, Parking; 18, Service; 20, Lacquer; 21, Trellis; 23, Inset; 24, Notch.

In memoriam

John D. F. Chaplin, P.Med. Asst. D/089134, R.N. Hospital, Haslar, November 20.

Victor E. G. Dixon, L.S. P/074795, H.M.S. Pembroke, November 21.

Ernest H. H. Goudge, CPO(S), D/MX.853154, H.M.S. Tiger, December 3.

Gerald F. W. Harling, CPO, P/JX. 147774, H.M.S. President, December 2.

Leslie A. Kimbley, CPO Wtr. D/MX.847778, H.M.S. Ruleigh, December 10.

Nigel B. Pascoe, AB, D/086795, H.M.S. Kirkliston, December 7.

Alfredo E. C. Sciberras, LM(E) 063029, H.M.S. St Angelo, November 12.

Margaret A. Welling, L. Wren. 123626, H.M.S. President, November 11.

Raymond J. Nash, Mech. 1, D/061515, H.M.S. Terror, December 14.

Jack Sheppard, LM(E), P/056480, H.M.S. Walrus, November 24.

Juno back

When H.M.S. Juno arrived at Chatham from the Mediterranean, she was greeted by the Royal Marines Band of the Commander-in-Chief, Western Fleet.

'DO-IT-YOURSELF' BLAKE



When PO Std Ernest Carter was unable to find a standard model of H.M.S. Blake he set to work on his own account. The result was this accurate model constructed from odd pieces of wood, wire and other materials. PO Carter has served in the Blake.

ACROSS

1. There's nothing underhand about this method of advance (15).
8. Forerunner of the binge within (9).
9. I rather care for this nation (4).
11. Wise men almost skilled in wizardry! (4).
17. Tin ants will do for the moment (7).
18. Sticks, close at hand, too! (7).
19. Take in nourishment (3).
20. Only a faint gleam from the grim elm perhaps (7).
21. Weapon for a sage is from South Africa (7).
22. This should be first for the injured (3).
23. If not for, then this, unless neutral (7).
24. A nice C.O. at sea (7).
25. Shady growth (4).
30. Retain this part of the castle (4).
31. Duration of uniform steps, quick or slow? (5-4).
32. No taxations without these, demanded an 18th Cent. slogan (15).

DOWN

1. On whom the champ relies for practice? (8, 7).
2. Each has a pain (4).
3. Bloodshed? No. Blood shed (4).
4. Neat but not gaudy! (4).
5. Gory revelry? (4).
6. ... as toast (4).
7. The actors begin to chastise (6, 9).
12. Hauteur nearly finds itself in a corner (9).
13. Article for a R.M. agent (7).
14. Go over the same verbal ground (7).
15. Domino in the bull-ring? (7).
16. Purify Charles X (7).
26. Eastern ruler in the mire (4).
27. Rose in a circus (4).
28. Beauty is only this deep (4).
29. Prima donna (4).
30. Head-dress for a pikeman? (4).

Winners of Crossword No. 22 were Mr. D. M. Laverty, of Chessington, Surrey, and Mr. J. L. Goldsmith, of Blakeney, Norfolk.

STEPHEN MEETS MODERATOR

On his first day as a patient in the Royal Naval Hospital, Haslar, Stephen White (5) met the Rt. Rev. Hugh O. Douglas, Moderator of the Assembly of the Church of Scotland — and tried on his Ring of Office.

With them is Superintending Sister Miss Jean Robertson, who is in charge of the children's ward.

Stephen's father is a leading seaman in H.M.S. Hermione.

The Moderator was on a visit to naval establishments in the Portsmouth area, including R.N. Barracks and H.M.S. St George, Collingwood, Daedalus and Dolphin.

He dined on board H.M.S. Victory, visited H.M.S. Blake and took tea with a Church of Scotland family on the married quarters estate at Rowner.

The Moderator was accompanied by the Rev. J. C. Goudie, Principal Chaplain, Church of Scotland and Free Churches.



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30 years a Wren

Presenting a Chief Wren Welfare Worker with a clasp to her Long Service and Good Conduct Medal, the Director of the W.R.N.S. (Commandant D. M. Blundell) said it was only the third to be awarded.

The recipient was Chief Wren Elsie Garbutt, who joined the Service 30 years ago as an M.T. driver and stayed on after the war "because the W.R.N.S. was so interesting and such a wonderful Service."

Chief Wren Garbutt, who carries out her welfare work in the north east, is a J.P. at Newcastle, a past president of Hartlepool Business and Professional Women's Club and a Methodist lay preacher. She was awarded the B.E.M. in 1959.

Presentation of the clasp to the LS and GCM took place during a visit by Commandant Blundell to the Royal Naval Barracks, Portsmouth.

The Sopwith Schneider was directly descended from the highly successful Sopwith Tabloid, which won the Schneider Trophy contest for Great Britain at Monaco in April, 1914.

Flown by Howard Pixton, the small seaplane maintained an average speed of over 86.75 m.p.h. and in an additional two laps after the race he reached the speed of 92 m.p.h., which was then a world speed record for seaplanes.

With its 100 h.p. Monosoupape Gnome rotary engine housed in a curious bull-nosed cowl, the Schneider was soon adopted for service with the R.N.A.S. Production began in

ROYAL NAVY'S AIRCRAFT - No. 35

November, 1914, and the early versions were fitted with a triangular fin and employed wing-warping to achieve lateral control.

Later versions were fitted with the much more efficient aileron controls and a larger curved fin. A total of 160 went into production and five of these were still in service in 1918.

Embarked in light cruisers, paddle steamers and the seaplane-carriers Ben-my-Chree and Engadine, the Schneider was used to intercept Zeppelins over the North Sea, unfortunately with scant success. Seaplanes were frequently unable to take off in the rough seas and would often come to grief when alighting.

Trials were carried out in launching the aircraft from a short flying-off deck with two-wheeled dollies fitted to the floats.

The Schneider was used to better effect in the eastern Mediterranean and the Red Sea,

where they did some useful work in the reconnaissance / bomber role. They also served in the Dardanelles campaign, where they operated from H.M.S. Ark Royal and as late as November, 1916, F./Sub-Lt. Brandon, flying a Schneider, shot down an enemy aircraft over Mudros.

Three Schneiders from a seaplane-carrier bombed the aircraft sheds at Sylt and another bombed the Tondern airship base. Further afield, Schneiders bombed Budram Fort in the Madras area and three days later bombed barracks at Milas and attacked Kutelin Bridge.

ANGLED GUN

Two Schneiders were experimentally taken to sea on the deck of the submarine E22. They were successfully launched but as the submarine was unable to submerge with the seaplanes on deck, the trials were discontinued.

The Schneider was gradually phased out by the Sopwith Baby seaplane, which was basically a Schneider fitted with a 110 h.p. Clerget and a synchronised Lewis gun fitted to the centre section.

The Schneider's machine gun was angled upwards about 30 degrees in order to clear the air-screw.

FASMAT—a new aid for Polaris men

A comprehensive simulator for the nuclear propulsion unit of a British Polaris submarine was officially opened by the Flag Officer Submarines (Vice-Admiral J. C. Y. Roxburgh).

The simulator is installed at the Clyde submarine base, H.M.S. Neptune, and is code-

The FASMAT opening is marked by the unveiling of a plaque by the Flag Officer Submarines (Vice-Admiral J. C. Y. Roxburgh). Left is Lieut-Cdr. Ian Timmis, officer-in-charge of FASMAT.



THE MARINES ARE 'TOPS'

A Royal Marine climbing expedition from the 3rd Commando Brigade in Singapore has conquered Mentoza, a 21,140-ft. peak in the Himalayas. Lieut. Stuart Rae and Capt. Rory Cape became the first men ever to reach the summit.

The eight-strong expedition, led by Capt. Sam Bemrose, was the third by the Marines in a year. 3rd Commando Brigade climbers having scaled the north face of Mount Kinabalu in Sabah and Mount Cook in New Zealand in record time.

Launched from a sub.

The Sopwith Schneider: As an experiment, two Schneiders were taken to sea on the deck of a submarine. Although the launching was successful, the trials were later discontinued.



SOPWITH
SCHNEIDER

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Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

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A FRIENDLY FAREWELL

Out in the countryside, far away from the Navy or the bright lights, helps to encourage a sense of community at the W.R.N.S. training establishment, H.M.S. Dauntless, near Reading.

This friendly farewell is typical of life at Dauntless. Third Officer Rita Willcox was leaving for a new appointment, and being cheered off by the girls of her division who had just attended their passing-out parade.

Driving her to the station was the Dauntless sports officer, Third Officer Jo Jolly.

Photo: PO Dave Morris

NAVY NEWS DIARY

Beauty in range for the Blake

Have ship's guns ever looked more attractive? A scene to revive memories for the ship's company of H.M.S. Blake, which returned to Portsmouth from the Far East.

On the way home the cruiser called at Gib. — hence the pretty picture. The young lady adorning the armament is Miss Gibraltar herself, caught by the camera during a visit aboard.

Comrades sailed back

NOW CAVALIER GETS A BOOK

A former Austrian Resistance worker, now a Gillingham housewife, Mrs. Elizabeth Dales has presented a book to Cdr. Clifford Snell, commanding officer of H.M.S. Cavalier, as a reminder of a journey from Cherbourg to Alderney last May.

On May 30, France remembered the Resistance movement, and the Cavalier took 200 ex-members to Alderney — to which they had been deported during the war — for the unveiling of a memorial.

The ceremony was organized by the Paris Association of Deported and Interned Peoples and Resistance Workers and it was at their request that Mrs. Dales presented a signed book, "La Deportation," to Cdr. Snell.

In the picture (left), by Russ Whalley, Mrs. Dales and Cdr. Snell inspect the book after the presentation ceremony in the Cavalier.



Serenade to a Christmas pudding



If the Christmas pudding in H.M.S. Fearless had a musical flavour, maybe the lively backing its "stirring" received from the ship's "with it" group had something to do with it. And it can't be every Royal Navy ship's group which

boasts the executive officer on piano accordion either. While Cdr. Alistair Anson operated the "squeeze-box," M(E) Rodney Bond and LSA Bob Hart saw to it that the strings serenaded the potential Christmas puddings.

Another attraction of the stirring ceremony was the attendance of Miss West Country (Wendy May) — perhaps that's why there were so many volunteers to help.

A FRESH HORIZON FOR GIRLS

A new scheme just starting — join the W.R.N.S. without leaving home.

Suitably qualified girls can now join the Women's Royal Naval Service as Local Service W.R.N.S. to be Radar Plotters. After training at H.M.S. DAUNTLESS and H.M.S. DRYAD they will work at H.M.S. DRYAD, Southwick, but live at home.

They can take advantage of the normal recreational and social amenities of the Service. Pay and holidays compare very well with civilian life.

For the girl who would like to join the W.R.N.S. but does not wish to leave home — this could be the answer.

Anyone who is interested and wishes to know more about the scheme (including ex-WRNS and married women) should contact:

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CLUB ON ITS WAY

News this month of two new R.N.A. clubs — one just opened and the other on the way.

At Coventry, November 14 was a big day in the life of the R.N.A. when a new £50,000 club was officially opened.

Twelve days later, and many miles away, Vice-Admiral A. T. F. G. Griffin, Flag Officer Plymouth, unveiled a plaque to name the Griffin Club, the new clubhouse Plymouth branch are building.



Above: The man who unveiled a plaque to name the Griffin Club at Brickfields, Plymouth, was Vice-Admiral A. T. F. G. Griffin, Flag Officer Plymouth, watched by R.N.A. committee members and representatives of the contractors.

Opening in March hope

The new Plymouth clubhouse, costing £15,000, should be open in March to replace the R.N.A.'s existing premises at Raglan Barracks.

Rooms in the new club will include a bar, lounge and main hall.

CLUB 'ARRIVES'

Good day — Friday the 13th!

There can be no superstition at the Roker Avenue, Sunderland, headquarters of Wear R.N.A. branch where visits by officers and ratings of H.M. Ships Courageous and Rapid were a great success on Friday, November 13.

The captain (Cdr. Ronald Fry), with officers and ratings from the Fleet submarine Courageous, nearing completion at Barrow, called at the club during their four-day Newcastle visit (reported on page 7).

They were guests of the submarines member, and were received by the President, Shipmate Arthur Edmonson, vice-president, Shipmate G. Gibson, and committee members.

After refreshments they were entertained in the concert hall and "chain locker," and members' lounge.

Cdr. Fry was introduced to members who served during the first world war, and the second.

The visitors had supper with the Submarines Old Comrades Association before returning to Newcastle.

RAPID VISITORS

The same evening, the commanding officer (Lieut.-Cdr. W. M. Kelly) and members of the crew of the apprentice training frigate H.M.S. Rapid visited the club.

The Rapid was on an official four-day visit to Sunderland, and they had the opportunity to meet the men from the Courageous.



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New H.Q. takes a bow

Coventry's new club, which includes a concert hall, lounge and games room, was officially opened by Cdr. A. S. Macdonald, Regional Careers Staff Officer for the West Midlands.

This great day for Coventry branch recalls a story which began in 1944 when a few ex-Royal Navy men formed a branch of the old Naval Comrades Association.

The name was later changed to the Royal Naval Association, and in 1955 the next step up the ladder was a rented Nissen hut with a social club starting with 25 members.

After four months a break-in deprived them of their savings and left a debt of £100.

But, sailing on in naval fashion, membership and the building fund gradually grew until, in 1962, the Nissen hut site was needed for redevelopment and they had to move to the old Builders' Club in Much Park Street.

Having accumulated £12,500 by 1968, the branch negotiated a £37,500 loan with the City Council, and an architect was commissioned to build the new club and headquarters.

Meanwhile another necessary move to temporary premises in a former public house introduced an unhappy period as the premises were too small and membership dropped.

'ALL SYSTEMS GO'

But now it's "all systems go" at the new club at Ringway Rudge, off Spon Street.

Cdr. Macdonald opened the headquarters in the absence of the commanding officer of H.M.S. Argonaut, the ship adopted by the City of Coventry, who was prevented by the ship's movements from attending.

However, a message of congratulations was read from H.M.S. Argonaut at Malta.

Cdr. Macdonald was accompanied by Lieut. C. G. Shipway, R.M., Careers Officer for Warwickshire, and the guests included the Lord Mayor and Lady Mayoress of Coventry (Ald. and Mrs. S. J. Cordery), and a contingent from T.S. Argonaut, the local Sea Cadet Corps unit.

Four hundred members and their guests enjoyed entertainment compered by the entertainment secretary, Shipmate Howard Jones, and including the club's resident group, the Brian Willis Four.

BRANCH NEWS

Bristol

The branch is at last coming out of the doldrums — and with a vengeance.

After winning the No. 4 Area standard bearers' competition at the area meeting at Plymouth, a dance in October on board branch headquarters, "H.M.S. Flying Fox," attracted 140 members and guests.

A dinner held in November was believed to be the first since the branch was commissioned nearly 25 years ago.

Guests were Shipmate J. May (No. 4 Area president) and his wife; Mrs. C. Morel, area secretary; Shipmate G. Morel, area treasurer; Capt. C. Ockelford, R.N.R., branch president, and Shipmate W. O'Brien, the

branch's only remaining founder member.

Chislehurst

The president of Chislehurst British Legion was among the guests when 80 attended the R.N.A. branch's annual dinner-dance. The company included the branch president, Surg.-Cdr. A. Gunn, R.N.V.R., and the padre, the Rev. A. Glendower Jones.

After dinner, the "hands" were piped to dance and "sky-lark" in party games.

Durban

After a personal effort by treasurer, Shipmate Ron Gaits, to contact every member within range, the branch achieved 53 diners at its Trafalgar Dinner in the banquet hall of the Marine Hotel.

Among those present were Shipmate Henry Barnes (secretary of R.N.A.'s East London branch in South Africa) and his wife, who were on holiday in Durban.

Shipmate Barnes conveyed greetings from his branch.

Newbury

The R.N.A. certainly made itself heard in the Berkshire village of Thatcham on November 14 when sods' opera songs filled the still night air of the main street.

The little village hall "bulged at the seams" as Newbury and District branch entertained shipmates from Basingstoke, Didcot and High Wycombe branches at a social.

The social gave a great opportunity for members of the area to get to know each other.

Newton Abbot

The Ladies Section raised a record of over £82 at their annual sale on November 21. The money is to be spent on modernizing the clubroom's kitchen.

November was a busy month for the branch. On the 17th over 90 members and friends visited the CPO's Mess at Britannia Royal Naval College, Dartmouth.

Three days later the chiefs paid a return visit to the club and their Mess President presented a ship's crest to the branch vice-chairman, Shipmate R. Hooper.

Over 70 enjoyed a curry supper cooked and served by the ladies' committee at the club on the 14th, and over 100 members and friends attended a dance on the 28th.

Lossiemouth

The Provost of Lossiemouth (Provost D. Freeman) and his wife, and the Roman Catholic chaplain at H.M.S. Fulmar (Fr. K. Hodson), were the principal guests welcomed by the president, Shipmate R. G. Tullock; chairman, Shipmate W. C. Grant; treasurer, Shipmate G. Chalmers, and members when Lossiemouth held its annual dinner and dance at the Laverock Bank Hotel on December 4.

ALBERT SEES AN OLD PAL

When H.M. Submarine Acheron visited Manchester, Mr. Albert Megson made a sentimental journey from Poulton-le-Fylde, Blackpool.

Albert was in the crew which stood by her during building. She was built at Chatham (1944-1948). Albert said: "It was a different boat then from what it is now."

The Acheron was modernized in the 1950's, the exter-

nal tubes being removed and a high streamlined fin and casing replacing the wartime type. The interior was redesigned and the latest sonar devices fitted.

Albert said: "I wanted to see the old girl before they dispose of her."



Albert Megson (seen with his wife Joan aboard the Acheron) served in 1951 in the Turpin when her captain was Lieut.-Cdr. J. C. Y. Roxburgh — now Vice-Admiral Roxburgh, Flag Officer Submarines. Albert's father and three brothers were in the Navy.

CALLING OLD SHIPMATES

Ex-PO Tel R. P. Hazell, 1, Withbank Gardens, Shanklin, Isle of Wight, calls all ex-members of H.M.S. Laforey ship's company (sunk north of Sicily in March, 1944) with a view to arranging a reunion in the early summer in the Isle of Wight.

R. E. Cornish (Jan), 29, Gibraltar Road,

Lymington, nr. Exmouth, is anxious to contact survivors who served in MGB 318. Mr. T. Walker, Parkside, Fenton Ave., Padstow, Cornwall, would like to contact any survivors of H.M.S. Formidable, sunk on January 1, 1915, especially any picked up by H.M.S. Diamond.

Malta convoy drama

Sailing into a trap waiting to be sprung by an alerted enemy is one of the more horrifying dramas of war.

This was what happened to Operation Pedestal — the last desperate effort to send convoy relief to beleaguered Malta in the late summer of 1942.

The sea-and-air battle was won in the sense that the island fortress was not forced to surrender, but the losses were appalling, with tales of heroism and determination forming one of the greatest operations of its kind in the Second World War.

The main details of the running fight are well known, but author Peter Smith has now produced a detailed account of the epic, based on German and Italian as well as British records — *Pedestal: The Malta Convoy of August 1942* (William Kimber, price 75s.).

'A REMINDER'

Admiral Sir Richard Onslow, in a foreword, says: "This book is good history, and clearly the fruit of much painstaking research."

"We seem to have forgotten that an island, whether it be Malta or Britain, must have a fleet if it is to survive in war."

"This book may serve as a reminder, at a time when our only potential enemy is expanding his fleets throughout the oceans of the world, that our own sea defences are at a low ebb."

The description applied to Vietnam as "the first telly war" is coming to have a much wider meaning in armaments than the front-line picture coverage in time for the daily studio news service.

In the latest issue of *Jane's Weapons Systems 1970-71* (now available, price 10gns.), the foreword explains that the evolution of radar continues to represent a

Revolutionary vessels described

The Queen Elizabeth 2 and Hamburg, whose entry marked out 1970 for special maritime interest, are both fully described and illustrated in *Merchant Ships World Built*, compiled by E. E. Sigwart (Granada Publishing, price 5gns.).

The basis of this standard work continues unchanged, except that the yardstick for inclusion has been set at a minimum of 200 feet instead of 1,000 tons. However, smaller vessels of particular appeal have been included.

As might be expected, there is more emphasis this time on bulk carriers and container ships, and the first of the revolutionary LASH vessels is also described.

major advance in the utilization of one region of the energy spectrum.

"At the commencement of the 1970 decade," it continues, "we are now seeing a rapid increase in the exploitation of other bands, principally optical and audio, in many instances offering an alternative to the ubiquitous radar."

"An example is the use of closed-circuit television with fire control radar for the operation of close-range anti-aircraft missiles such as the Seacat."

The *Weapons Systems* editors point out that television, or optoelectronic technology, is being applied also to many other military problems, one of the most important results being the emergence of an optical homing technique for missiles as an alternative to the established infra-red, and active, semi-active, or passive radar homing methods.

* Beautiful study of H.M.S. Eagle anchored in Mounts Bay, near Penzance, and descendant of the carrier of the same name lost in the Malta convoy battle of 1942 (see Malta convoy drama — column 1)

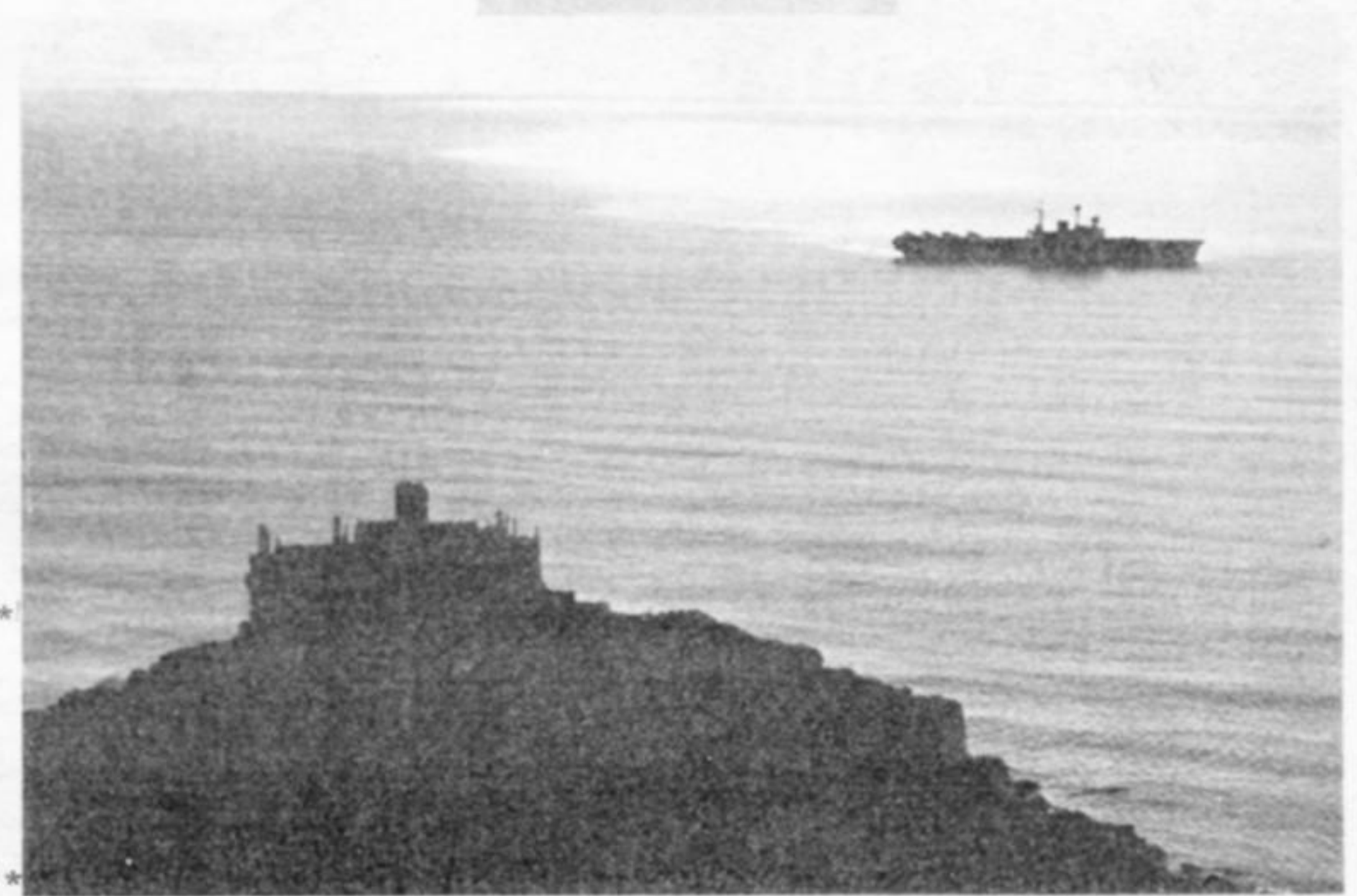
'Sit' in a missile — by telly

"In weapons such as the A.J.168 Martel it is used to provide an operator in an aircraft at a safe distance from the target with a picture of the view from

the missile's nose thus enabling him to control the missile by radio and guide it to the target."

The foreword also gives expression to the concern over the succession of changes, cancellations and other disturbances in the West's defence planning.

Shadow scene



Helped turn the scales in dark days

aboard an oil tanker, they helped to turn the scales when U-boat successes were gaining a stranglehold on Britain.

Their weapons were the old "stringbags" (Swordfish), or perhaps a Hurricane fighter, and an encounter frequently meant petrol exhaustion and baling out or ditching.

This is a section of the war history steeped in exploit and dedication, breathing the excitement of the times.

A GENTLE SPOOF ON HORNBLOWER

When cold steel is flashing it matters not that the swords are on stage or imagined from the pages of fiction. Momentarily, if the tale be told aright or the actors good, even the ketch-up "blood" has vivid reality.

There is nothing pseudo about heroes and adventure, but what admirers of C. S. Forester will think of *The Life and Times of Horatio Hornblower*, by C. Northcote Parkinson (Michael Joseph, price 50s) is difficult to say.

This gentle biographical spoof of the character who never was may delight all who ever follow the exploits of the famous "Admiral," though the chronicle hasn't quite the same tang as the words of Forester.

The book is most informative on the career problems of Hornblower's day adding extra colour to the vivid qualities of the original work, but to suggest it doesn't quite come off may be a slur on the memory of our great sea-dog and the loyalty of his followers.

As a piece of naval history the author rises above leg-pull to his own expertise — in all a novel concept in scholarly style which deserves to succeed.

In brief...

Mayflower: Classic Ships — Their History and How to Model Them, by Noel C. Hackney, published by Patrick Stephens in conjunction with Airfix (price 21s.). Second in the series.

Warship Profile. No. 1, H.M.S. Dreadnought of 1906-1920, by John Wingate (Profile Publications Ltd., price 10s.).

Despatches brought from 'Down Under' — by sail

Official despatches, which could be the last in the history of the Royal Navy to be brought from Australia in a sailing ship, have arrived in London in the office of the First Sea Lord (Admiral Sir Peter Hill-Norton).

Hand written on parchment paper and sent by the Chief of the Australian Naval Staff (Vice-Admiral Sir Victor Smith), they were carried in the Maltese-registered clipper barquette *Regina Maris*.

They were handed to the First Sea Lord in December by Captains John and Sigfried Wilson, brothers and both master mariners in sail, who commanded the ship during the voyage.

The formal wording of the despatches required them to deliver "to the Admiralty Board

a packet which contains information of considerable value."

They were also ordered in writing to "keep a proper weight constantly affixed to the packet and in case you should meet with an enemy of superior force, and find it impossible to avoid being taken, you should throw the said packet overboard."

Following visits to Sydney and Brisbane during the Captain Cook bi-centenary celebrations, the three-masted *Regina Maris*, flying the flag of the Royal Norwegian Yacht Club, left Australia for Europe.

NEW ON THE BOOKSHELF

compared with the political stability possible in the Eastern Bloc environment.

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GOING OUT?

Employers are approaching us more and more these days with good jobs (reports the Regular Forces Employment Association) and nearly all our branches have more good vacancies on their books than they have men to fill them.

Men completing their engagements may like to hear more about the jobs situation, and the Association is anxious that they should make use of its services.

Santas in Navy blue

A letter from Chief Charge Nurse Brian Wearne to the Commander-in-Chief Naval Home Command (Admiral Sir Horace Law) enabled veterans of Ward 3, Queen Alexandra Hospital, Cosham, Portsmouth, to imagine they were aboard H.M.S. Victory for Christmas.

Their "decorations" included a 32lb. cannon, hammocks, a rum cask and flags spelling Nelson's Trafalgar signal.

A "snowman" provided by sailors from H.M.S. Vernon was so big it wouldn't go in the children's ward at the Royal Portsmouth Hospital. But a model castle did get in.

At the same hospital, children benefited from an annual tradition when sailors from the Royal Yacht Britannia handed over a 19lb. Christmas cake.

In the children's ward at the Royal West Sussex Hospital, Chichester, a sack of foreign money collected during H.M.S. Chichester's travels was delivered.

In Bahrain, H.M. Victualling Depot staff gave turkeys to causes including the R.A.F. Hospital, Muharraq, the SSAFA Sisters, and the Goans Mess at H.M.S. Jufair.

Chinese naval ratings from Hong Kong serving in H.M.S. Albion gave a cathedral-shaped cake to the Great Ormond Street Children's Hospital, London.

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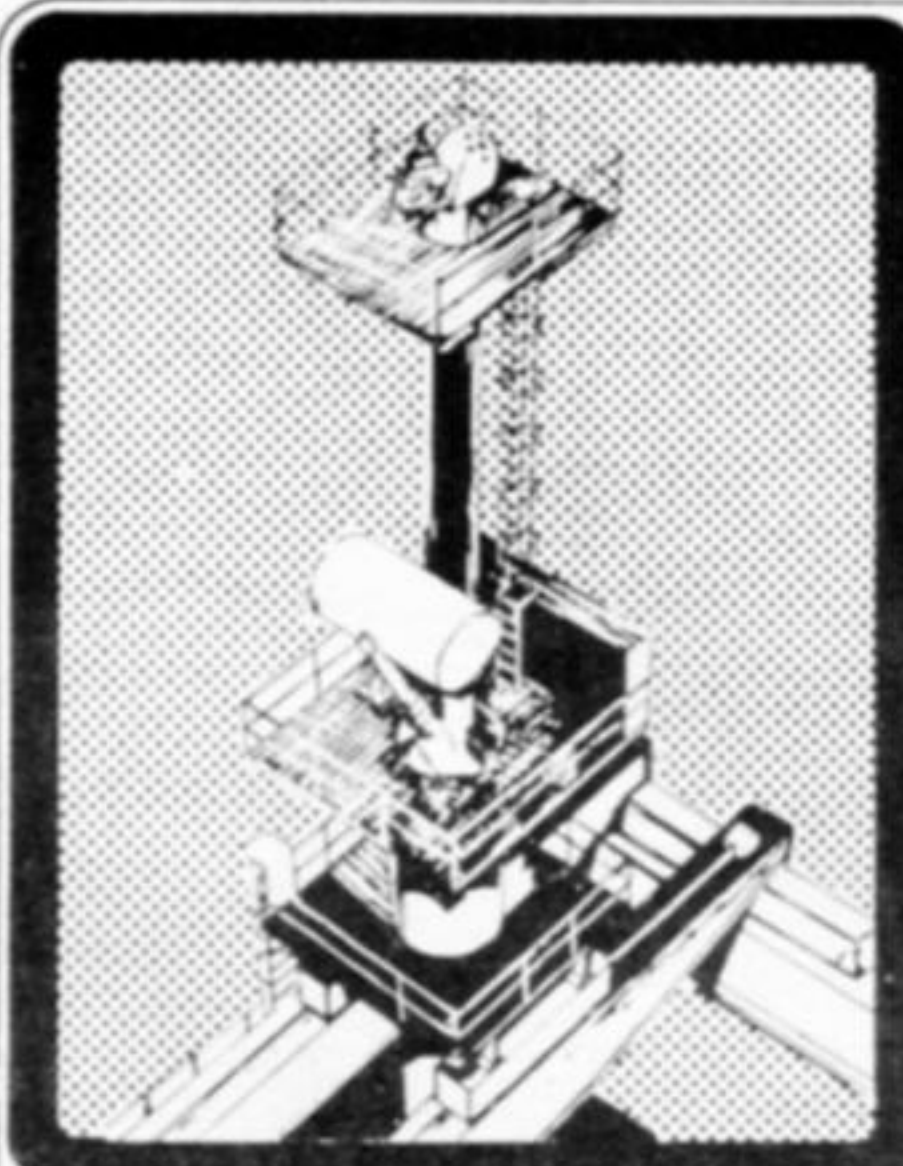
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Whitby takes on the bergs

FORCE 11 WINDS, TOO, IN THE ICY NORTH

Turning the ship beam on to a Force 11 wind and heavy seas, in answer to a distress signal, was only one of the hair-raising experiences of H.M.S. Whitby during her fishery patrol off Iceland and Greenland.

"Trepidation" was the word used in an account of the incident, but after continuous storms (occasionally the wind eased to Force 8!) icebergs galore, everlasting buffeting, and lack of sleep, what's a rescue in a mere Force 11?

As it happened there wasn't even a rescue. The Whitby ploughed on for half-an-hour, heeling alarmingly (on one occasion more than 50 degrees), and losing the gemini seabot overboard.

Working conditions on the deck "were difficult," but eventually the ship was informed that the call was a hoax. And on she went again.

"Converging on the coast," said the report, "the ship weaved among the bergs in gale force winds in a setting which could only be described as spectacular."

"Majestic bergs over 200 feet high, of divers shapes, were 'sailing' with the current into the gale, with the sea breaking spray over them and freezing into clear ice glaciation."

"As a backdrop to this scene were the rugged mountains of Greenland, the description of which in hymn 358 is accurate. The shapes of the bergs were fascinating — in the forms of a destroyer, a grand piano, a lighthouse, and a bust of a Roman soldier."

There were a few runs ashore. A quiet and sedate Kirkwall was followed by the Danish naval base of Gronnedal, where "the

end of the world" is reputed to be behind the PO's mess, and where a member of the ship's company was bitten by a dog (he happened to be the ship's postman!)

At Godthaab, on Greenland's north-west coast, arrival in a blizzard was compensated for by the welcoming Eskimo women, but all in all, it must have given special satisfaction for the ship to engage an iceberg with main armament and the 40/60 Bofors as some indication of what the ship's company would like to have done with the icy "fleets."

Returning to the Clyde, and then Portsmouth, the English winter found no complaints, and welcoming families helped to restore the humour and charm after a trip for which one adjective is "memorable."

More comfort for the Malta medics.

The accommodation area and Medical Branch junior rates' and naval nurses' club in St David's Barracks, Mtarfa, were formally opened by Mrs. Kent, wife of Rear-Admiral D. G. Kent, Flag Officer, Malta.

About half-a-mile from the main hospital, the accommodation area has a Naafi shop, library, gymnasium, hockey pitch, football field, tennis courts, married quarters, nurses' and Medical Branch personnel accommodation, messes and the Oasis Club.

All living-in staff have centrally-heated single rooms, and the whole area is a big improvement on the old quarters

and facilities at Bighi. Nurses and male staff dine together. Following a tour of the accommodation area, Mrs. Kent was met at the club entrance by LMA J. Royle, who introduced the committee of naval nurses and Medical Branch personnel.

In the Activities Room, where staff and their families had gathered for the opening reception, Mrs. Kent formally opened and named the club.

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Last in line, H.M.S. Dundas passes through Hemsburg swing bridge on the North Sea Canal when the Portland Squadron visited Amsterdam.

PORTLAND SQUADRON 'GO DUTCH'

Just before berthing in the middle of Amsterdam after heading down the 12-mile long North Sea canal, ships of the Portland Squadron had a view of two highly contrasting vessels. One was the battered hulk of the old pirate radio ship Caroline, while beside it lay one of the world's new breed of ships — a 200,000-ton super tanker in the final stages of construction.

H.M.S. Undaunted, commanded by Capt. J. B. Robathan, led the squadron for what is becoming an annual visit to Holland, ships taking part being H.M.S. Verulam, Duncan, Hardy, Dundas, and Ulster, with R.F.A. Grey Rover.

Tours round Amsterdam's beautiful canals were popular, and more than 250 men took this opportunity to see the city from afloat. Runs to breweries were equally enjoyed.

SPORTS SUCCESS

Closely-fought games of rugby, soccer and hockey were won by the squadron against stiff opposition. At soccer the Dutch Navy were defeated 2-1.

Over the week-end the ships were open to visitors and at a remembrance service a wreath was laid by Capt. Robathan.

Father Christmas made an early appearance to distribute gifts to more than 100 underprivileged children who attended parties on board the ships.

On the passage home the

Verulam, making her last official appearance with the squadron before finally paying off, steamed past the remainder of the squadron, formed in line ahead, and the rites of "speed" throwing and black smoke were observed — a rather sad end to an enjoyable week.

Banking service at H.M.S. Drake

H.M.S. Drake, the shore base at Devonport, now has its first on-the-spot banking service.

National Westminster — the world's seventh largest bank — opened a specially-equipped ground floor office in Raleigh Block on December 10, with a wartime sailor, Mr. Wilfrid Cosham, in overall charge.

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As a token of appreciation for warm hospitality received in the Oxfordshire village of Hook Norton, a group of mechanic candidates under training at H.M.S. Sultan made possible an unusual presentation to the village.

The hospitality had been received when the candidates went there during

exped. training towards the end of their two-year technicians' course.

They discovered that the weather vanes on the Norman church needed replacing and, as part of their skill of hand training, made a replacement set of vanes.

Attending the service at which the presentation was made were Lieuts. A.

F. Brown and W. B. Traynor and ten members of the ship's company: ChM(E) Funnell, ChM(E) Pittam, ChM(E) Castle, Mech 1 Carlisle, Mech 1 Gillie, POM(E) MacLennan, POM(3) Davison, POM(E) Gill, LM(E) Robinson and L Wtr Micallef.

A group of eight appear, with the weather vanes, in the picture.

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Projecting the Service

The three-month tour of the Royal Navy and Royal Marines Travelling Careers Forum, 1970, ended with its 71st appearance which was at Truro on November 27.

The tour had started at Dumfries in September.

Aim of the forum was to give an up-to-date picture of the Service, and during its tour the team spoke to 500 headmasters, careers masters and youth employment officers, as well as about 4,500 pupils.

Judging by comments made

and reports received the aim was achieved. Adult audiences will now be able to compare modern Service life with civilian life in a knowledgeable manner when advising school leavers on careers open to them.

In the case of pupils, out-of-date ideas, gleaned perhaps from "old salt" grandfathers and "hostilities only" fathers, were dispelled.

In addition the team cemented the cordial relationship which exists between the public and the Royal Navy.

Indian Ocean new 'facility'

A joint communication station for warships and aircraft is to be established by Britain and America at Diego Garcia, a small island in the Indian Ocean.

Construction will start in March.

An announcement said, "The facility will consist of communications and minimum necessary support facilities, including an airstrip." Britain will assist in the manning.

After 27 years of service — the last 12 as a trials ship for the Admiralty Underwater Weapons Establishment at Portland — H.M.S. Verulam paid off for disposal on December 21.

The ship has always maintained a firm liaison with the city of St Albans (Roman city of Verulamium) which "adopted" her in 1943 after contributing some £650,000 towards her cost.

Before she paid off, a party of 35 from the ship visited St Albans and were given a tremendous welcome.

Approval has been given for the ship's bell to be presented to the city, and for the ship's wheel and engine room telegraph to be presented to the local Sea Cadet Corps unit, T.S. Verulam.

The bell has been used as a font for 16 christenings, and the picture (right) shows CC Elect Tom Bagell inscribing the name of Ross Jason Balston, son of LM(E) Balston and the last one to be so christened.

RINGING OFF...



MARINES CANOED OVERLAND!

Two Royal Marines covered 530 miles from Gretna Green to Tuckton (Bournemouth) by canoe — 55 miles of it dragging the 14ft. canvas and rubber vessel overland and the rest on riv-

ers and canals.

The hardy canoeists, Sergt. Norman Parker and Colour Sergt. Stan Ridgway, made the trip as part of training. They camped en route.

DEATHS

BRODIE — Lieut. (L) D.D. Digger Brodie, as a result of a car accident, Fiji, July 4, 1970.

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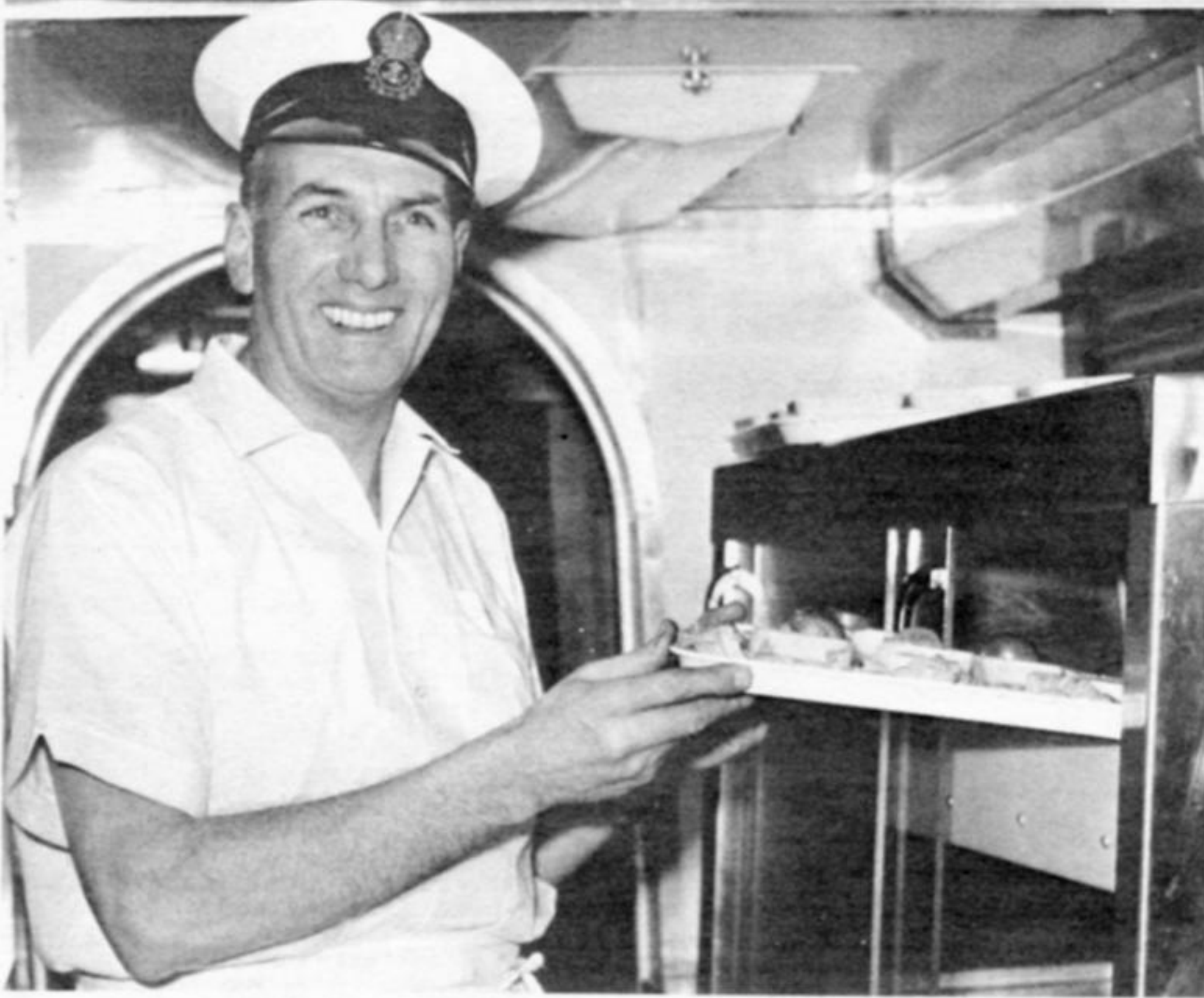
Serving aboard the Royal Navy's newest ship, H.M.S. Antrim, is a man who can claim to be probably the Navy's oldest, and almost certainly its most senior, chief cook.

On December 7 CPO Ck(O) J. S. Excell completed 20 years in that rating.

He joined his latest ship at the same yard and berth where he joined his first ship, H.M.S. Iron Duke, 31 years ago when he joined the Navy to serve during hostilities.

Since then he has travelled the world. He was serving in H.M.S. Panther when she was sunk during the war, and spent three years (1963 to 1966) in the U.S.A. as personal chef for a NATO general.

Last June, CPO Excell, who lives at Gosport, received the clasp to his Long Service and Good Conduct medal.



If, like the Army, the Navy "marches on its stomach," then it's thanks to men like CPO Ck(O) Excell (above), the Antrim's veteran chief cook.

Picture: Jan Cottie.

PARTIES AND A BUILDING JOB



RO2 Farmer explains the gyro compass to a Hong Kong visitor.

Children's parties, a families day at sea, and a week under canvas for 15 budding construction experts were on H.M.S. Llandaff's programme when she spent November in the Hong Kong area as Colony guardship.

The construction team, led by Lieut. Ken Mathews, of Plymouth, camped at the village of Sok Kwu Wan, on Lamma Island, to clear a site and construct a children's playground complete with monkey climb and roundabout.

The task involved breaking up and relaying concrete; building a six foot wall, diverting a stream, filling in two pools and digging a new one.

Cdr. K. A. Snow, the frigate's commanding officer, and the village headman officially opened the playground when they fixed a ship's plaque to the newly constructed wall.

With Lieut. Mathews were PO E. Clark, LM(E) M. A. Heffermen, LRO R. B. Dedman, LREM T. M. Ward, LOEM B. Hawes, LCEM S. P. Richardson, AB K. B. Blacklock, AB M. L. O'Brien, AB P. S. Hunt, AB M. J. Allen, AB D. C. Osborne, M(E) M. R. Ruff, RO W. Iddon and CK B. R. Marjoram.

A TIP FROM THE TOP?



The First Sea Lord, Admiral Sir Peter Hill-Norton, pictured during a visit to H.M.S. Raleigh, talking to two young seamen, OS K. Britton, from Bristol, and OS J. Caldwell, from Stirling, who are doing Part Two training.

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SPORT
SPOT

Voce gets his England place

Released from H.M.S. Cleopatra for the Navy boxing team matches, light-welterweight AB Peter Voce won selection for England against Poland, the strongest European team, at the Royal Albert Hall on December 3, writes PUNCHER. Now he has been selected to box against Wales at Merthyr on January 28.

AB Peter Voce, the Royal Navy's new England international.



Pedal Navy!

Work has begun at Britannia Royal Naval College, Dartmouth, on a pedal car which they hope to enter in the South West Regional Pedal Car Championships at Exeter in May.

Last year 38 schools, universities and firms entered the championships and most of the trophies were won by North Country Teams.

The college newsletter explains that pedal cars are something like go-karts but propelled solely by pedals.

Navy fixtures

JANUARY

8 — Squash: R.N. v. R.N. Squash Rackets Association, Hurlingham Club.
13 — Boxing: A.B.A. v. Scotland, Scotland.
13-15 — Ski-ing: B.R.N.C. Dartmouth, R.M.C. Sandhurst and R.A.F. College Cranwell Competition, Lermoo, Austria.
15 — Squash: R.N. v. Civil-Service.
16 — Hockey: R.N. v. Loughborough Lions, Loughborough.
17 — Hockey: R.N. v. Leicester, Loughborough.
18-21 — Ski-ing: British Services Ski Championships, Andermatt.
21 — Soccer: R.N. v. Amateur Football Alliance.
22 — Squash: R.N. v. Escorts, Woking.

21 — Rugby: R.N. v. Blackheath, Blackheath.
24 — Hockey: R.N. v. Hawks, Whiteley.
28-29 — Squash: Inter-Service Women's Championships, Portsmouth.
29 — Squash: R.N. v. Surrey.
31 — Hockey: Combined Services v. The South, Aldershot. Hockey: R.N. v. Purley, Purley.

By a K.O.

H.M.S. Collingwood beat H.M.S. Daedalus 2-1 in the final of the Royal Navy Knock-out Hockey Championship at Portsmouth on November 25.



PADDY'S TEN GOAL

'PAY OFF'

CPO J. F. Hayes (Yeovilton) marked his last water polo appearance for the Royal Navy by scoring 10 goals in one match.

"Paddy" Hayes who is leaving the Navy after years of service to Navy swimming, achieved his 10-goal feat in the 13-2 win over the West German Customs Police in the R.A.F. pool at Gatow.

This was the last match of the team's West German visit in November which included the encouraging performance of coming fourth in an international water polo tournament at the Schoneberger Swimming Stadium.

During a week of high-class competition, the Navy beat Frem Odense, the Danish national champions, 2-1, and an hour later lost 1-4 in a hard-fought match against the West German national club champions, Schoneberger Swimming Club.

A 3-3 draw against Wolfenbuttel Swimming Club secured the Navy second place in their league and a play-off against the Army for overall third place in the tournament.

Although the Navy had lost 7-2 to the Inter-Service champions last September, they held the Army to 2-2 at full-time before going down 3-2 after extra time.

Before the tournament the Navy had beaten the West German Police team (European Police champions) 5-4, and the success of the tour owed much to the guidance of coach Sgt. Chambers, R.M., — and the captaincy of "Paddy" Hayes.

And (left) he prepares to fly his flag from his Fireball dinghy. Ratings were admitted to the association in 1948, and Roy, who joined in 1956, has been three years a committee member.

Roy won the Bosun National Championships in 1965 and 1966, and has since often sailed for the Navy in dinghies.

RESCUE DIVER

He is one of only about 30 Search and Rescue aircrew divers in the Navy and is attached to H.M.S. Daedalus as an instructor on underwater escape training for aircrew.

"Brought up in Cambridge-shire, I had never sailed a boat until I joined the Navy," he says; "I had only seen the sea twice — on two annual outings."

"My first establishment as a qualified rating was Culdrose, which had a sailing club."

In 1960 he sailed with Cdr. Errol Bruce in the R.N.S.A. yacht Belmore which came second in the Bermuda race — still the best performance by any

yacht other than an American.

Then in the 3,600-mile trans-Atlantic race to Sweden, Belmore won Class E on a course which took the yachts close to Iceland.

In 1964 he joined Merlin, the then Home Air Command sail training yacht. With Leslie Williams and a crew of eight boys, he sailed 9,000 miles to Lisbon and Bermuda in the sail training race, and home via New York.

Roy was sailing master of the 25-ton Merlin for two years, sailing on average 9,000 miles each year with trainee crews.

OLYMPIC TRIALS

As crew, he helped Rodney Pattison during Pattison's first

two years of work-up for his eventual Olympic gold medal in the Flying Dutchman class.

Roy himself had Olympic trials in 1968 in the Finn class.

Last year, Roy and Leslie Williams, in Spirit of Cutty Sark, won class one of the Middle Sea Race.

This year, leading an R.N.S.A. crew in Griffin II, the oldest boat in the race, Roy came fourth in the class and beat the famous Ocean Spirit to win the Errol Bruce Trophy for the first R.N.S.A. yacht.

And the previous month he was sailing for the Navy in Bosun dinghies, and for the Sea-view Mermaid Trophy!



NEW IN THE SQUAD



All in step (or nearly) for future fancy foot-work, these six boxers on sprint training include five newcomers to the Navy squad this season — OS Michael Smith (H.M.S. Cambridge), JEM Tim Quinn (Culdrose), OS Mich Allan (H.M.S. Fearless), ME1 Alan Foster (H.M.S. Tenby) and LAM Keith Naylor (Culdrose). At the rear is NA "Danny" Daniel (H.M.S. Bulwark).

LLANDUDNO RESULTS

OS M. Smith (H.M.S. Cambridge) bt K. Gardner (St Theresa A.B.C.) points; ME1 A. Foster (H.M.S. Tenby) bt I. Chiddow (St Theresa) points; LAM K. Naylor (Culdrose) lost to R. Gibbons (St Theresa) points; Mne D. Cornish (CTCRM) lost to D. Jones (Denbigh) points; PO G. McAlonan (H.M.S. Neptune) lost to E. Pritchard (Llangefni) r.s.b. third; Mne T. Gunning (Depot R.M.) beat T. Metcalfe (Rhyll) points; Mne W. Gray (45 Cdo.) bt B. Allen (Rhyll) points; D. N. Willox (H.M.S. Fulmar) lost to G. Pritchard (Llangefni) points; Cpl. T. Bradnam (Eastney) lost to G. Roberts (Bangor) r.s.b. first; Sgt. J. Laing (Eastney) bt. G. Judson (Birkenhead) r.s.b. third.

Galatea's 'limejug'

H.M.S. Galatea hockey players (pictured below) won the Limejug Trophy in Malta during Exercise Limejug.

After beating H.M.S. Scylla in the first round, they found the semi-final their hardest game when two periods of extra time had to be played against H.M.S. Juno.

In the final, the Galatea triumphed over H.M.S. Argonaut 2-0.

The team (front row left to right); CREA Walker, MECH Sloggett, Lieut. Corri, MECH Buxton, PO Clements; (back) CRE Germany, COEA Harrington, CEM Teasdale, OEA Cogbill, MECH Horn, OEA Attrill, LS Russell (pti).

TWO VIEWS ON USING YOUR HEAD!



Benbow reviews two big soccer contests

Action in the air — 1 Daedalus repel a Collingwood attack during the Navy Cup final.

Picture N. A. J. Lugg

Action in the air — 2 Goalkeeper Harmer, who had a fine game for the Navy against the F.A. Amateur XI at Fratton Park, gets a hard right hander to the ball during an F.A. attack.

Picture: NA I. Anderson



F.A. stars held to a draw

When the Royal Navy held the mighty F.A. Amateur XI to a 2—2 draw at Fratton Park, Portsmouth, on December 2, it was the first time the Navy had avoided defeat in this fixture since 1959 when the sailors won 2—0.

And it was on the cards that this triumph could have been repeated for the Navy were 2-0 up at half-time — and looked worthy of their lead.

Finding the defensive gaps shrewdly, Wilkinson (Ganges) scored both goals.

Inevitably, the F.A. fought back, and by pure experience and quality of performance (experience at more senior level of football) they pegged back their deficit.

Nevertheless, it was a great achievement by the Royal Navy squad. The F.A. XI was star studded — two of their players are in the present Olympic squad, and several others had plenty of F.A. experience.

The Navy fielded probably its "first choice" team, and proved that, provided the first choice is available, the Navy will have a good side.

In addition, the 100 per cent attendance at the 24-hour pre-match get-together under the expert guidance of John Ellis and Dennis Probee is valuable and must improve matters all along the line.

DEREK'S LAST

Derek Godwin played as captain in his last match for the Navy.

In a team which played good football, goalkeeper Harmer and full-back Horton shone while all the others rose to the occasion and played well in accordance to instructions.

Team (and two subs.): Harmer (Yeovilton); Horton (Dolphin), Wilson (CTCRM), Atkey (RNSPT), Godwin (Norfolk), Johnson (Cdo Forces), Welsh (Lochinvar), Smith (Hampshire), Lowndes (Dryad), Wilkinson (Ganges), Taylor (45 Cdo), Higgins (RMB Eastney), Pughley (Daedalus).

SPORTS SHORTS

Sea Wraith III, Portsmouth Naval Sailing Association's beautiful new Hustler 35, to be managed by H.M.S. Vernon during three years as P.N.S.A. ocean racing yacht, is on the Naval stand at the Boat Show (January 5-16).

The yacht, built by Landamores of Wroxham, to a new design by Holman and Pye, was bought by Portsmouth area establishments with help from the Nuffield Trust and the Fleet Amenities Fund, and will also be shown at the Birmingham exhibition in February.

'Wraith' in show

Sea Wraith will provide ocean racing for as many as possible from Portsmouth establishments and the Western Fleet interested in it.



Honours shared with the light blues

Honours were even when about 100 officers from Britannia Royal Naval College, Dartmouth, visited the Royal Air Force College, Cranwell, for a week-end of sport against light blue opposition.

Cranwell won the rugby, hockey and basketball while B.R.N.C. won the squash, badminton and fencing. Dartmouth had already won the shooting and cross country matches, and the soccer match was drawn.

A Royal Navy team weakened by last-minute withdrawals was beaten by the Welsh Universities in a cross country match at Bangor on November 28 by 59 points to 25.

Most successful Navy runners were CPO Joe Clare (H.M.S. Daedalus) 5th, JS Hall (Vernon) 7th, and Sgt. W. Turnbull (Depot R.M.) 8th.

Plymouth won the Inter-Command Hockey Championship at Eastney in November with five points to Naval Air Command's four.

Royal Marines were third and Portsmouth fourth in a contest in which all teams played as hard and fast hockey as the waterlogged pitches and torrential rain allowed.

With a 30—10 victory over Devon Police, RNEC Manadon rugby players gave Ian Aldred a rousing send-off in his last game as their skipper before moving to H.M.S. Collingwood with hopes of joining United Services, Portsmouth.

The Royal Marines won the Royal Navy Basketball championship at R.N. Barracks, Portsmouth, on December 3

and 4. They beat Portsmouth Area 82—33, Plymouth Area 63—27 and Naval Air Command 72—43.

NEW CYCLES

A cycling club at H.M.S. Collingwood, home of the R.N. Cycling Association, has bought six bicycles with £200 from a Fleet Amenities Fund grant.

The cycles are to be used by club members who don't have their own machines.

The R.N.C.A.'s racing programme begins in April with a novices 10-mile race and a coaching week-end, both at Collingwood.

LONE GOAL WINS CUP

One goal in the final against H.M.S. Collingwood ensured that H.M.S. Daedalus retained the Navy Cup for the second successive year when these two powerful footballing units fought a grim and close battle on December 9.

It was a good final and a fitting climax to a competition in which 37 teams entered — including six Western Fleet ships (Norfolk, Ark Royal, Resolution, Courageous, Bristol and Gurkha).

H.M.S. Norfolk reached the divisional final in Portsmouth A group, and the Ark Royal won their divisional final in Plymouth group.

The semi-finals were played at Rosyth and Plymouth, and the venue for the final — decided by a draw — was Portsmouth.

The Commander-in-Chief, Naval Home Command, Admiral Sir Horace Law, presented the trophy and plaques to the winners, and plaques to the losers and match officials.

Navy Cup results

Divisional finals: Norfolk 2, Collingwood 7; Dolphin 3, Daedalus 4 (extra time); Ark Royal 2, Commando Forces 0; Caledonia 6, Lissiemouth 4.

Semi-finals: Caledonia 1, Daedalus 2; Ark Royal 1, Collingwood 3 (extra time).

Final: Daedalus 1, Collingwood 0.

Golf memorial

Only a month after he landed his Wasp helicopter at a Bolton service station to bring greetings to the city from its adopted ship H.M.S. Dido, Lieut.-Cdr. David Carr was killed in an air accident in Scotland.

The owner of the garage inaugurated a memorial to the pilot by giving the David Carr Trophy to a golf tournament in which the first match between the Royal Navy and a combined Esso Petroleum and Bolton Evening News team was drawn, four games each with one halved.

Jennie's title again

Scottish international squash player, Second Officer Jennie MacColl (H.M.S. Fulmar) won the individual title when Air and Scotland carried off the W.R.N.S. Inter-Group Championship at Portsmouth — and that makes her fifth title win in six years.

Jennie, who captained the Edinburgh University and Scottish Universities teams, played for the British Universities, and won her first Scottish "cap" before joining the Wrens in 1965 as a forecaster, has played squash and tennis for the W.R.N.S. every season since then.

Besides holding Air Command tennis and squash championships she also held the command title and represented the W.R.N.S. at badminton.

OVERWHELMING

Air's inter-group victory was overwhelming. They won 10 matches to Portsmouth's four and one for Plymouth and R.M.

L/Wren Williams (H.M.S. Heron) was runner-up for the individual title and Third Officer J. Toms (RNEC Manadon) won the plate competition.

PLYMOUTH WIN

Plymouth won the men's Inter-Command Squash Championship with three matches to Air's two, Royal Marines' one and Portsmouth's "duck."

Jennie MacColl



Club keeps Navy flag flying

Making a strong impression at Victory Stadium, Portsmouth, in the Hampshire League first division is Portsmouth Royal Navy F.C.

The club was formed in 1964 to help Navy football by giving players of Command and Navy standard highly competitive experience.

Entering the Hampshire third division, the club rose to the first

RUGBY DATE

The Royal Navy's next rugby fixture is on January 21 at Blackheath.

Through unforeseen circumstances, "Nimrod" was unable to contribute his notes this month which were to have included a rugby story from the Far East.

and entered a second team in the third division in 1968-69.

Meeting teams like Basingstoke, Winchester City, Salisbury, Waterlooville, Gosport Borough and Alton, the sailors struggled last season. But fielding a more settled side, they made a strong start this season.

The team — from Portsmouth, Fleet Air Arm and Royal Marine establishments — forms the basis of Portsmouth Command side, and improved club fortunes is reflected among players selected for the Navy squad.

Team manager for this season is last year's Navy coach, PO(PTI) Pat Brown.

VETERAN BEATS 'EM

That veteran athlete, Lieut.-Cdr. Bob Pape, led most of the way and won easily when H.M.S. Rooke beat H.M.S. Ark Royal in a 6½-mile road race in Gibraltar on December 13.

In fine and sunny weather, the course took the runners clockwise around Gibraltar.

Rooke runners, Cpl. Williams and Lieuts. Loudon and Dyke came second, third and fourth.

LEADER MOURNED

Abbey tribute to Admiral Le Fanu

Sailors who had served with Admiral of the Fleet Sir Michael Le Fanu were among the crowded assembly at Westminster Abbey on December 15 for the memorial service to their former First Sea Lord.

Lady Le Fanu was present. The Queen was represented by Admiral Sir Horace Law. Officers from the other two Services and representatives from many nations attended to add their tribute.

Admiral Sir Peter Hill-Norton,



Sir Michael Le Fanu

the First Sea Lord, in his address, said that Admiral Le Fanu was a man of our time for whom rank, or age, or class raised no barriers.

"Even in his early days we saw that he was destined for great things," said the First Sea Lord. "We saw, too, his deep concern for others less fortunate than himself, and the practical

way he set himself to do something about it.

"As a young officer his work for youth clubs in the poor areas and his involvement in genuinely good causes was unusual for one of his background and profession in the 1930s; and this, like so many other qualities that we all recognized in him, both then and later, was an example of his gift, in whatever he did and at whatever age, to be always ahead of the game.

"I must add a word about his family, which formed so essential a part of his life. Prue Le Fanu's constant uncomplaining gallantry in the face of a blow which would have been too much for many of us, led in the happiest way, to a relationship of love and interdependence which has been observed and admired all around the world.

"A shining example, if I may be allowed to say so, of the very heart of married partnership, in the fullest sense.

TRUE FRIEND

"This is our valediction to Michael Le Fanu. Great men leave great memories of their achievements, and our memories of him are filled with admiration and affection; and with gratitude for his service to us, and to his country.

"We have lost a true friend, and our own distress is reflected in the deep sympathy we extend to his family.

"All of us who had the honour and privilege of serving with him will remain enriched by the experience, will treasure the memories of him, and will continue to be inspired by his example."

DEVONPORT M.P. AT BAHRAIN

Dame Joan Vickers, Devonport M.P., visiting the Royal Navy in Bahrain, called at H.M.S. Jufair, MRC (Mine Sweeper Repair Craft), H.M.S. Wiston, and H.M.S. Eskimo.

In spite of the heat, the Eskimo's "native," CPO Samuel J. Cracknell, was introduced fully robed in furs, and others she met included CPO Vincent Jones, REM Robert Barlow, and CEM James O'Brien.

After seeing the naval wives' Keep Fit class, she went to the senior rates' mess where her constituents included ChWtr William Luff and PO Warren Roberts.

At Jufair, Dame Joan walked through the wardroom gardens admiring the children's swimming pool and looking at the fish traps in the sea.

Touring the amenities, she started at the Two Seas Club, and then to the ratings' swimming pool.

STOREMAN/ RIGGER

We have a vacancy for a STOREMAN/ RIGGER to maintain and repair nylon ropes and slings and to keep stores records. This staff position requires experience in splicing of fibres and the ability to deal accurately with routine records and to work well without close supervision.

We offer good wages and conditions including 3 weeks holidays, plus service days, and payment for overtime worked. New Rented housing is available in Livingston if required. Non-contributory Life Assurance and Pension Plan.

Cameron

Apply: Personnel Officer,
Cameron Iron Works Ltd.,
Houstoun Road,
Livingston, West Lothian

The Royal Navy has signed a one-year contract to advertise on Europe's biggest Newscaster on the Swiss Centre in Leicester Square, London.

Capt. M. W. Sylvester, Director of Naval Recruiting, plans to use the facilities for recruiting, while Capt. A. J. Miller, Director of Naval Public Relations, will use them to broadcast up-to-the-minute information about the Service.

The messages will be transmitted simultaneously on two screens, in letters

SIGN OF THE TIMES

five feet high, and will be visible in both Leicester Square and Piccadilly Circus.

Linked with the London giant, in a master-slave relationship, will be 50 mini-newscasters, one in

each careers office of the Navy throughout Britain, transmitting similar messages.

The newscasters are to give a thoroughly modern technical image to Navy promotion, and will be

used to spearhead a group of nation-wide campaigns which the Service is undertaking during 1971.

This is the first time that any of the Armed Forces have had a sign in the London bright lights area.



Ark's hot-air balloon—first from a ship at sea

hot-air balloon had been launched from a ship at sea, and a special one-day cover designed to mark the event helped in the raising of more than £1,000 for the Ark Royal's welfare funds.

Lieut. Adams, who owns the balloon, is a pilot with 849B Flight, and normally flies Gannets.

Phoebe's trophy

First winner of the Sopwith Pup Trophy, to be awarded annually to the Royal Navy ship whose helicopter flight achieves the highest degree of operational readiness, is H.M.S. Phoebe.

The award was made by the Flag Officer Carriers and Amphibious Ships (Rear-Admiral J. D. Treacher), who flew on board in the ship's Wasp helicopter as the Phoebe approached Portsmouth on her return from the Far East.

The Phoebe Flight were noted for their zeal and enthusiasm in developing new methods and improving existing techniques for the operation of the Wasp. Flight commander is Lieut. I. D. Mackenzie and senior maintenance rating AA1 D. Trigol.

Later the Phoebe left for Chatham — and Christmas at home.

Another Leander, H.M.S. Hermione, which had operated with the Phoebe in recent months, had accompanied her into Portsmouth.

Published by the Navy News, R.N. Barracks, Portsmouth, and printed by Portsmouth & Sunderland Newspapers, Ltd., The News Centre, Hilesea, Portsmouth.

Special one-day cover, to mark the balloon ascent from H.M.S. Ark Royal off Malta, raised money for the ship's welfare funds.



FLIGHT COVER

VIDAL'S CALL

While on passage from England to the Persian Gulf for survey duties, H.M.S. Vidal paid a two-day visit to Madeira, the Portuguese island with which the ship's name has been associated since 1843, when Capt. Vidal, R.N., first charted the area.

Indeed, Capt. Vidal's original chart is held in the ship, on loan from the Hydrographic Department archives, and excited much local interest.

The ship berthed at Funchal, where the commanding officer, Cdr. J. Paton, and members of the ship's company, participated in the Armistice Day service.

A coach trip was organized to see the sights of the island, and a football match gave the locals the opportunity to put on a dazzling display.

After a pleasant two days, the ship continued its long trip.

After refit, H.M. submarine Porpoise, first of her class of eight, recommissioned at H.M.S. Dolphin on December 18.

EXMOUTH PROVES A POINT

After completing three years' comprehensive trials of the Rolls Royce Olympus gas-turbine engine, H.M.S. Exmouth has virtually completed her transition to becoming a fully operational member of the Western Fleet.

After trials, demonstrations, and Portland work-up, the Exmouth sailed for the Mediterranean with two aims: to show that it is possible for a fully gas-turbine power ship to undertake normal operational tasks when remote from U.K. base support facilities, and to demonstrate the system to other navies.

At one time the ship acted as Planeguard for H.M.S. Ark Royal, where her remarkable acceleration capability stood her in good stead as a claimant for "greyhound of the ocean."

Again in Exercise Limejug the ship showed that gas can hold its own (as our correspondent facetiously explained) with more traditional forms of water transport like sail and steam.

Places visited included Lisbon, Rome and Athens, leaving little doubt that the ship's company are now among the leading experts on ancient and modern European culture.

Stoutly hanging on to their glasses of oporto, ouzo, and chianti, the well-travelled veterans of one gas-turbine frigate can be heard declaiming that the system is alive and well, and is just what is needed to drive our future fleet.